JULY, 1965

The Signalman's Journal

In This Issue:

Another Brotherhood First—

Signalmen Gain Union Shop On L. & H. Railroad.

..STRAIGHT PRIMARY IS *more flexible* TODAY THAN EVER

Because of Edison's ever-expanding line of primary batteries, it is now practical to economically engineer jobs for the Straight Primary Battery System that formerly were beyond its scope. Shown in the check list below, for example, is the wide range of Edison cells that are now recommended for major signal applications.

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Type of Battery	Copper-Oxide					Renewable Carbon			Carbonaire	
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Track Circuits	x	x	x			x	x	x		x
Intermediate, Distant and Dwarf Signals		x	x	x	x	x	x	x		
Electric Switch Locks	x					x			x	
Crossing Signal Protection				x	x					

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E. L. Abbott, Editor and Manager
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Signalmen Win Union Shop Agreement On Louisville & Nashville Railroad

OUR BROTHERHOOD'S long fought battle for a Union Shop Agreement on the L&N was climaxed on June 30 when Brotherhood and Carrier officers signed a pact settling the long disputed issues. The new agreement became effective on July 1.

Notices were filed by 'non-operating Brotherhoods for a Union Shop Agreement during 1951 and conferences were held at intervals until 1958. On October 13, 1958 certain employes filed a complaint against the Brotherhoods and the L&N, seeking a declaratory judgement. Other pleadings and motions were also filed in the courts including a motion for summary judgement. None of these have been passed upon and are still pending.

During the latter part of 1964 our Brotherhood independently renewed its efforts to settle the issue for our membership when Vice President T. H. Gregg and General Chairman J. T. Bass again met to negotiate with the management.

The Carrier failed to respond to the proposals of our officers and our Brotherhood was forced to set January 18, 1965 as a strike date, however, on January 16 a restraining order was issued at Louisville, Kentucky which prevented the proposed walkout.

Hearings were held on the Carrier's motion for a preliminary injunction and Brotherhood attorney Milton Kramer very ably and successfully presented our case. The injunction was refused on February 5 and the railroad immediately filed an appeal from the decision. The Appeals Court, however, upheld the decision of the lower court on May 27.

Shortly after the Appeals Court decision Brotherhood officers again met with carrier officers in a concentrated effort to settle the dispute after the legal hurdles had been cleared.

President Jesse Clark said "we are all very pleased at the successful outcome of these negotiations. It is my firm belief that this Agreement will do much to continue the fine relationship that has existed between our Brotherhood and the L&N railroad company over a period of years.

"While the carrier did oppose us in these negotiations and challenged our right of representation," Clark pointed out, "we met the challenge and after the skirmish was over, proved by a vast majority vote our right to represent the workers who also demonstrated their desire for a Union Shop Agreement.

"I cannot help but feel that the Carrier demonstrated great statesmanship in agreeing to make this agreement without further question or legal action," Clark added.

"By the carrier's willingness to cooperate with us after clearing the legal hurdles, we believe this will permit us to continue to assist the carrier to serve the South in the fine tradition it has been noted for. We assure them of our continued willing cooperation," President Clark said.

For the information of the membership we are reproducing several Articles of the new agreement.

Section 1

In accordance with and subject to the terms and conditions hereinafter set forth, all employes of the carrier now or hereafter subject to the Rules and Working Conditions Agreement between the parties hereto, except as hereinafter provided, shall as a condition of their continued employment subject to such agreement, become members of the Brotherhood of Railroad Signalmen within 60 calendar days of the date they first perform compensated service as such employes after the effective date of this agreement, and thereafter shall maintain membership in such organization; except that such membership shall not be required of an individual until he has performed compensated service on 30 days within a period of 12 consecutive calendar months. Nothing in this agreement shall alter, change or otherwise change the coverage of the present or future Rules and Working Conditions Agreement.

Section 2

This agreement shall not apply to employes while occupying positions which are excepted from the bulletining and displacement rules of the Rules and Working Conditions Agreement, but this provision shall not include employes who are subordinate to and report to other employes who are covered by this agreement. However, such excepted employes are free to be members of the Brotherhood at their option.

Section 3

(a) Employes who retain seniority under the Rules and Working Conditions Agreement and who are regularly assigned or transferred to full time employment not covered by such agreement, or who, for a period of thirty days or more, are (1) furloughed on account of force reduction, or (2) on leave of absence or (3) absent on account of sickness or disability, will not be required to maintain membership as provided in Section 1 of this agreement so long as they remain in such other employment, are furloughed or absent as herein provided, but they may do so at their option. Should such employes return to any service covered by the said Rules and Working Conditions Agreement and continue therein for 30 calendar days or more, irrespective of the number of days actually worked during that period, they shall, as a condition of their continued employment subject to such agreement, be required to become and remain members of the Brotherhood within 35 calendar days from date of their return to such service.

(b) The seniority status and rights of employes furloughed to serve in the Armed Forces or granted leaves of absence to engage in studies under an educational aid program sponsored by the federal government or a state government for the benefit of ex-service men shall not be terminated by reason of any of the provisions of this agreement but such employes shall, upon resumption of employment, be considered as new employes for the purposes of applying this agremeent.

(c) Employes who retain seniority under the Rules and Working Conditions Agreement and who, for reasons other than those specified in subsections (a) and (b) of this section, are not in service covered by such agreement, or leave such service, will not be required to maintain membership as provided in Section 1 of this agreement so long as they are not in service covered by such agreement, but they may do so at their option. Should such employes return to any service covered by the said Rules and Working Conditions Agreement they shall, as a condition of their continued employment, be required, from the date of return to such service, to become and remain members in the Brotherhood of Railroad Signalmen.

Estimate Your Retirement Income Under the RRA

SUCCESSFUL PLANNING FOR retirement, whether immediate or from a long-range point of view, requires an appraisal of future income. The annuities that career railroad employes receive under the Railroad Retirement Act usually form the major part of their retirement income. It is therefore important for them to have a good idea of the amounts of such annuities when making their retirement plans.

The amount of an employe annuity under the Railroad Retirement Act generally depends on the number of years of railroad service the employe has to his credit and the amount of pay he received for that service.

Although the exact amount in any given case can be determined only after a claim has been filed, a railroad employe can make a reasonable estimate of the amount of his retirement benefit by using the following questions and answers as a guide. In estimating the family retirement income, the employe should also take into account the fact that his wife may be or may become eligible for a railroad retirement wife's annuity.

1. *What information is needed to estimate my railroad retirement annuity?*

To estimate the amount of your annuity under the regular or minimum railroad formula, you must know the number of years of service you have to your credit and your monthly compensation for those years of service.

Most employe annuities are computed under the regular formula and the amount of the benefit is directly related to the employe's earnings and the length of his service. In some cases, particularly if the employe has rather low earnings, a higher annuity is payable under the railroad minimum formula.

A third method of computation is under a special guaranty. This method most often provides higher benefits if an employe has short service with high earnings in recent years or if he retires on a disability annuity and has one or more young children. Since special information is needed to compute benefits by this method and it is used in only a small percentage of retirement cases, these questions and answers do not explain how to compute benefits under the guaranty.

2. *Could you explain what is meant by my "years of service" and "monthly compensation"?*

Your "years of service" are the total number of months of your creditable service divided by 12. If you have more than 120 months, any remainder of 6 months is counted as a full year of service. For example, 25 years and 6 months count as 26 years, but 25 years and 5 months count as 25 5/12 years. Count all your railroad service after 1936. You can also include creditable service before 1937, but in that case the total credited cannot be more than 30 years. (After 1966, it will be possible for employes to receive credit for more than 30 years of service because there is no limit on the amount of service performed after 1936 which can be counted.)

Under certain conditions, time spent in military service can be included in your years of service. In order for the service to be creditable, you generally must have (1) entered active military service during a war or national emergency period and (2) worked for a covered employer in the year you entered military service or in the preceding year.

Your "monthly compensation" is the monthly average of your creditable compensation in the months that are included in your years of service. Your total creditable compensation includes your railroad earnings up to a maximum of $300 a month through June 1954, $350 a month from July 1954 through May 1959, $400 a month from June 1959 through October 1963, and $450 a month thereafter. You can include $160 for each month you were in creditable military service after 1936. Compensation for service before 1937 is determined on an individual basis under special rules. An average is established which is considered an employe's compensation for each month before 1937.

3. *Where can I get a record of my months of railroad service and total earnings after 1936 so that I can figure my monthly compensation?*

For service performed after 1936, this information is shown on your Form BA-6 (Certificates of Service Months and Compensation). This form is distributed by railroad employers in May or June of each year. A Form BA-6 is prepared for every railroad employe who earned at least $750 in creditable compensation under the Railroad Unemployment Insurance Act in the previous calendar year or who worked in every month of that year. Credits for military service and for railroad service before 1937 are not shown on the Form BA-6.

4. *On the basis of the following information, how can I figure my monthly compensation?*

(A) *My BA-6 credits me with earnings of $93,600 for 324 months of railroad service since 1936.*

(B) *I have more than 30 years of continuous railroad service and my compensation for service before 1937 averaged about $150 a month.*

An estimate of your monthly compensation can be obtained as follows:

Step 1: Since your have 30 years of service that may be counted toward your annuity, first determine your creditable months of service before 1937.

360 — 324 = 36 months

Step 2: Multiply your creditable months of service before 1937 by your monthly compensation for that period to get your total compensation for service before 1937.

$150 × 36 (months) = $5,400

Step 3: Add your total compensation for service after 1936 to the compensation counted toward your service before 1937.

$93,600 + $5,400 = $99,000

Step 4: Divide the total compensation obtained in step 3 by the total number of months in your "years of service."

$99,000 ÷ 360 = $275,
your monthly compensation

5. *If I know my monthly compensation and years of service, how can I estimate the amount of my annuity?*

You can use the following table to estimate your annuity:

Selected monthly compensation	Approximate annuity per year of service	Approximate annuity based on 30 years of service
$150	$4.18	$126
175	4.60	138
200	5.02	151
225	5.44	163
250	5.86	176
275	6.27	188
300	6.69	201
325	7.11	213
350	7.52	226
375	7.94	238
400	8.36	251

Find the annuity per year of service corresponding to the value of your monthly compensation. Multiply this amount by your years of service. For example, if your monthly compensation is $275 and you have 25 years of service, your annu-

ity would be 25 times $6.27, or about $157. The third column above gives annuity values for 30 years of service. In some cases, a different method of computation results in a higher annuity (see qq. 8 and 9). Because of the limits on creditable service and earnings, the present maximum annuity (April 1, 1965) is $216 a month.

6. *I plan to retire on a reduced annuity at age 60 when I will have 30 years of railroad service. My monthly compensation will be $250. How will this reduction be figured?*

With 30 years of railroad service and a monthly compensation of $250, the full amount of your annuity would be approximately $176. This amount is reduced by 1/180 for each month you are under age 65 when the annuity begins. Since you will be 60 months under age 65 when you retire, your annuity will be reduced by 60/180, or 1/3, of $176, and will equal about $117. This reduction does not apply to women employes who retire at age 60 with 30 years of service or to disability annuitants.

7. *I understand that employes with 10-29 years of service can retire at age 62-64 on a reduced annuity. How will the reduction in my annuity be figured if I elect a reduced annuity after 18 years of service?*

The reduction will be figured the same way as for a male employe with 30 years of service who retires on a reduced annuity. Your annuity will be reduced by 1/180 for each month you are under 65 when your annuity begins.

8. *I am now working in the railroad industry and will retire soon when I reach age 65. I will have 15 years of railroad service when I retire, but because of illness my earnings have been very low in the last 10 years. My monthly compensation, as I figure it, would come to $150, which would apparently result in a small annuity. Does the Railroad Retirement Act contain any provision for minimum retirement annuities?*

Yes. If an employe's monthly compensation is less than $199 and the annuity computed by the regular method is less than $83.50, a special minimum formula is used, provided the employe has a current connection with the railroad industry. An annuity figured under the minimum formula is equal to the lowest of the following amounts: $5 times the employe's years of service; $83.50; or 110 percent of his monthly compensation. Your annuity would be $75 ($5 x 15 years of service).

9. *I am 45 years old and have a wife and two small children. I have a disabling condition which is getting progressively worse and I do not expect to be able to work much longer. I have only 12 years of railroad service and have never worked in employment covered by the Social Security Act. Is there any way I can receive higher benefits than if my annuity were computed by the regular method?*

You might receive higher benefits under the special guaranty. Under this guaranty, the monthly benefits to a railroad employe and his family cannot be less than 110 percent of the amount, or of the additional amount, they would receive if the employe's railroad service after 1936 had been covered by the Social Security Act.

Since you are under age 62, your family's benefit cannot be computed under the guaranty unless you meet certain social security disability standards, in addition to qualifying on the basis of service. An employe generally meets these standards if he is totally disabled and worked at least 5 years out of the last 10 years before he became disabled.

Forms BA-6 for 1964

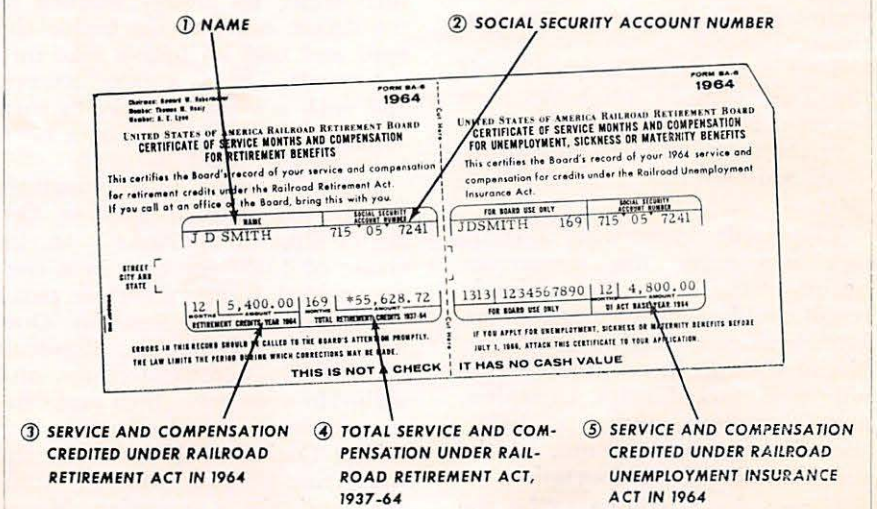
Railroad employers have begun the distribution of some 900,000 Forms BA-6 to employes who worked in the railroad industry in 1964.

The Form BA-6 has two parts, each of which is a certificate of service and earnings. One certificate gives the employe a report of his creditable service and compensation under the Railroad Retirement Act in 1964 and in the 1937-64 period. The other certificate shows his creditable service and compensation under the Railroad Unemployment Insurance Act in 1964.

A Form BA-6 was prepared by the Railroad Retirement Board for every employe who earned at least $750 in creditable compensation under the Railroad Unemployment Insurance Act in 1964 or who worked in every month of that year. The forms are distributed by the last railroad for which the employe worked in 1964. Each employe is asked to examine both certificates on his form to make sure that the information they contain agrees with his records.

If an employe does not receive his Form BA-6 by June 1, 1965, he should check with his foreman or supervisor. If he has changed jobs, he should notify his last employer of his present address so that the form can be mailed to him. Finally, if the form cannot be traced through an employer, he should write to the Director of Wage and Service Records, U.S. Railroad Retirement Board, 844 Rush Street, Chicago, Ill. 60611. He should give his social security account number when making inquiries.

WHAT EMPLOYEES SHOULD CHECK ON FORM BA-6


① NAME
② SOCIAL SECURITY ACCOUNT NUMBER
FORM BA-6 1964
UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD
CERTIFICATE OF SERVICE MONTHS AND COMPENSATION FOR RETIREMENT BENEFITS
This certifies the Board's record of your service and compensation for retirement credits under the Railroad Retirement Act. If you call at an office of the Board, bring this with you.
NAME
SOCIAL SECURITY ACCOUNT NUMBER
J D SMITH
715 05 7241
STREET CITY AND STATE
12 | 5,400.00 | 169 | *55,628.72
RETIREMENT CREDITS, YEAR 1964
TOTAL RETIREMENT CREDITS 1937-64
ERRORS IN THIS RECORD SHOULD BE CALLED TO THE BOARD'S ATTENTION PROMPTLY. THE LAW LIMITS THE PERIOD DURING WHICH CORRECTIONS MAY BE MADE.
THIS IS NOT A CHECK
FORM BA-6 1964
UNITED STATES OF AMERICA RAILROAD RETIREMENT BOARD
CERTIFICATE OF SERVICE MONTHS AND COMPENSATION FOR UNEMPLOYMENT, SICKNESS OR MATERNITY BENEFITS
This certifies the Board's record of your 1964 service and compensation for credits under the Railroad Unemployment Insurance Act.
FOR BOARD USE ONLY
SOCIAL SECURITY ACCOUNT NUMBER
JDSMITH
169 715 05 7241
1313 1234567890 12 4,800.00
FOR BOARD USE ONLY
BI ACT BASE YEAR 1964
IF YOU APPLY FOR UNEMPLOYMENT, SICKNESS OR MATERNITY BENEFITS BEFORE JULY 1, 1966, ATTACH THIS CERTIFICATE TO YOUR APPLICATION.
IT HAS NO CASH VALUE
③ SERVICE AND COMPENSATION CREDITED UNDER RAILROAD RETIREMENT ACT IN 1964
④ TOTAL SERVICE AND COMPENSATION UNDER RAILROAD RETIREMENT ACT, 1937-64
⑤ SERVICE AND COMPENSATION CREDITED UNDER RAILROAD UNEMPLOYMENT INSURANCE ACT IN 1964

Certificates will usually show different totals for creditable earnings in items 3 and 5 because of monthly limit of $450 under the Railroad Retirement Act and of $400 under the Railroad Unemployment Insurance Act.

Footloose On Nature's Trails

Visitors with their wits about them at Witless Bay, Newfoundland, find flower-filled meadows and winding roads to explore. Actually, this outpost on the Atlantic side of Newfoundland was not named in mockery but by evolution from its earlier name, Whittles Bay, after one of its early settlers.

By Melba Woelfle

THE QUIET CALL OF A woodthrush . . . a meadow of alpine flowers sparkling in the early morning dew . . . a tumbling waterfall in a tree-shaded glade yours alone to enjoy . . .

These are only a few of the rewards in store for today's pioneer-hearted travelers who leave their cars behind and follow hiking trails into the byways.

Canada offers vast networks of such trails, right across the continent.

They range from short walks off the Trans-Canada Highway to a beaver dam or a breath-taking view —to the mammoth 480-mile Bruce Trail through the heart of Ontario.

The hardy hiker with a knapsack can savor the spectacular beauty of the Rocky Mountains in remote, seldom-visited areas. Superintendents of each of Canada's five National Parks in the Rockies provide well-marked maps, campsites, and sometimes even a lodge, tucked away out of range of the usual modes of transportation.

If you don't happen to be the hardy type; if your biceps will never take prizes, and your feet are bunion-prone — don't let the "remote area" bit scare you off. Canada has nature trails that were made just for you — pathways off the highway that are neither too steep nor too long, but are packed with enjoyment.

A drive through Ontario's Algonquin Provincial Park, for example, will reveal a number of such trails, all clearly marked so the driver can pull off beside the road and take an hour's hike into the woods. This is a game reserve, and such a walk is likely to turn up a beaver dam, a doe or a fawn — as well as lovely scenery.

In 1964, some 61,000 walkers took to the nature trails in Ontario's Provincial Parks — an increase of 1,000 per cent in a five-year period. Rangers at these parks —Algonquin, Lake Superior, Quetico, Pinery, Presqu'ile, Rondeau and Sibley — give lectures and maintain museums which make nature study alive and colorful.

The Gatineau Hills, across the river from Ottawa, capital of Canada, and the Laurentian Mountains, north of Montreal, also offer extensive networks of trails ranging from the short ones designed for people who were born footsore and weary, to the more challenging pathways that appeal to people who really enjoy walking.

Bruce Trail

Canada's most ambitious trail project is the 480-mile Bruce Trail cutting northward through Ontario from the Niagara River to the Bruce Peninsula. "The Bruce" as it is commonly called juts out into the Great Lake system between Lake Huron and Georgian Bay. It is designed to link with the Foothills Conservation Trail and Finger Lakes Trail of New York State at Queenston International Bridge, which in turn joins up with the Appalachian Trail—solid basis for the prediction that someday it will be possible to follow hiking trails from Georgian Bay to Georgia.

The Canadian link is still under development, but scheduled for completion this year. It is based on the ideas and techniques already proven in the Appalachian Trail in the eastern United States and the Fundy Trail in New Brunswick.

In the four years since the idea for the Bruce Trail was first con-

ceived, eight separate Bruce Trail Clubs have been formed to cover the 480-mile stretch. Working weekends and holidays, volunteers obtain permission to lay out trails across privately-owned land. They blaze trails, construct bridges, and erect signposts. In two years the Iroquois Club, responsible for the 80-mile stretch through the Niagara escarpment to Hamilton, have constructed 25 wooden foot bridges, 47 stiles over farmers' fences, and more than 500 steps to help hikers up steep slopes.

There already are numerous access points along the length of the trail, from Highways 8, 6, 25, 10, 24, and 21, where motorists may leave their cars and take a stroll through byways chosen for scenic beauty. For example, most of the Iroquois stretch overlooks Lake Ontario, while the 15-mile stretch from Wiarton to Dyer Bay overlooks vast expanses of Georgian Bay for almost its entire length. Eventually, the Canadian Youth Hostels Association plans to build a chain of 14 hostels at strategic rest spots along the trail.

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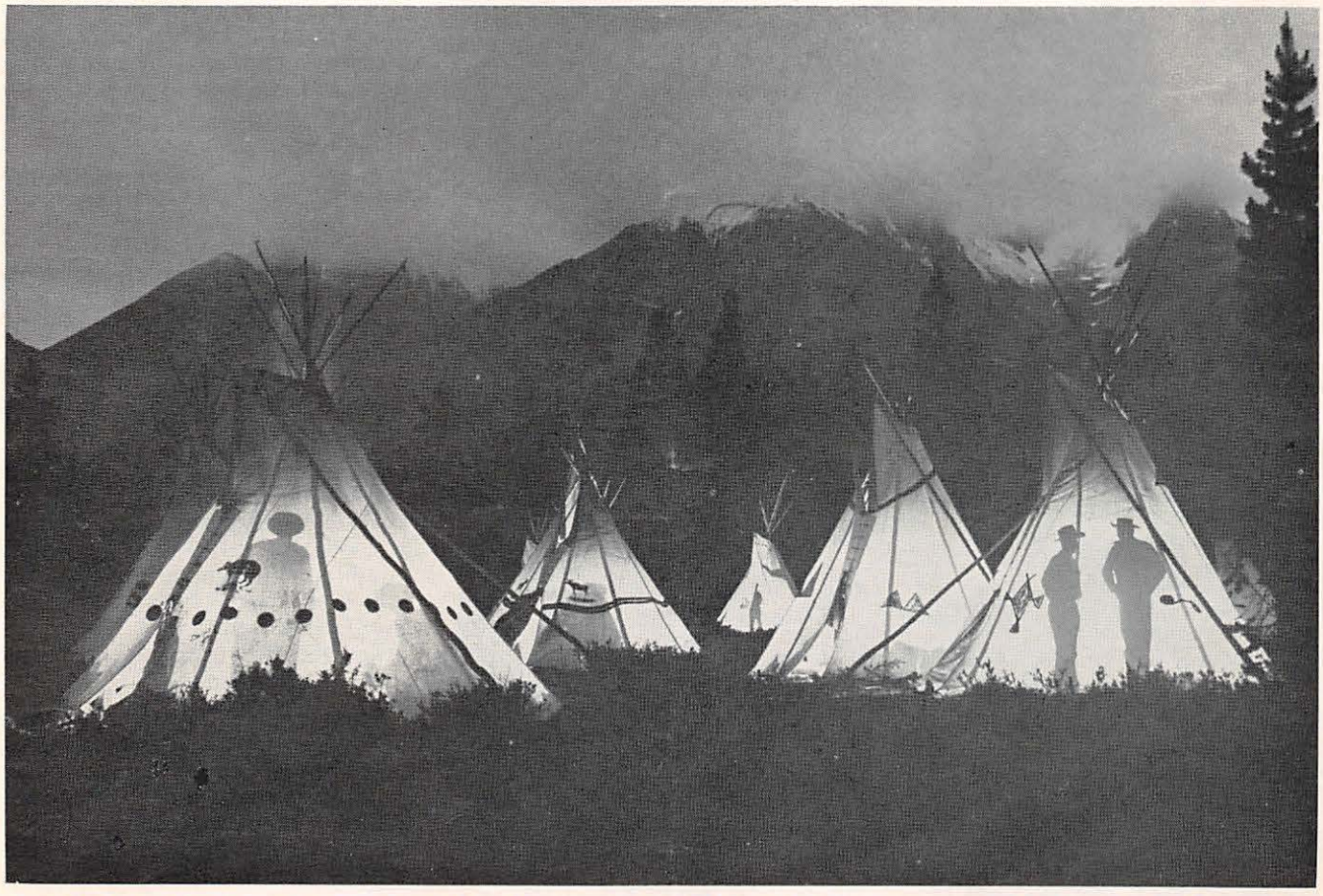
Rocky Mountain Trails

There are five National Parks in the Rocky Mountains — Yoho, Kootenay, Banff, Jasper and Waterton — plus Glacier National Park and Mount Revelstoke National Park in the Selkirk Range close by. All have an extensive network of well-marked trails. Hiking maps are available from the ranger stations where you check in if you expect to be away overnight. The ranger on duty will know where to locate you in case of an emergency.

Yoho, which is part of the "roof" of the Canadian Rockies, provides more than 200 miles of trails, open-



Glowing in the firelight, Teepee Town, deep in the Canadian Rockies, is one of the many affectionate memories Trail Riders and Hikers take with them when they return to the mundane world of telephones, cars and water faucets. Different locations for the base camp are chosen each year as vacationers explore new areas.

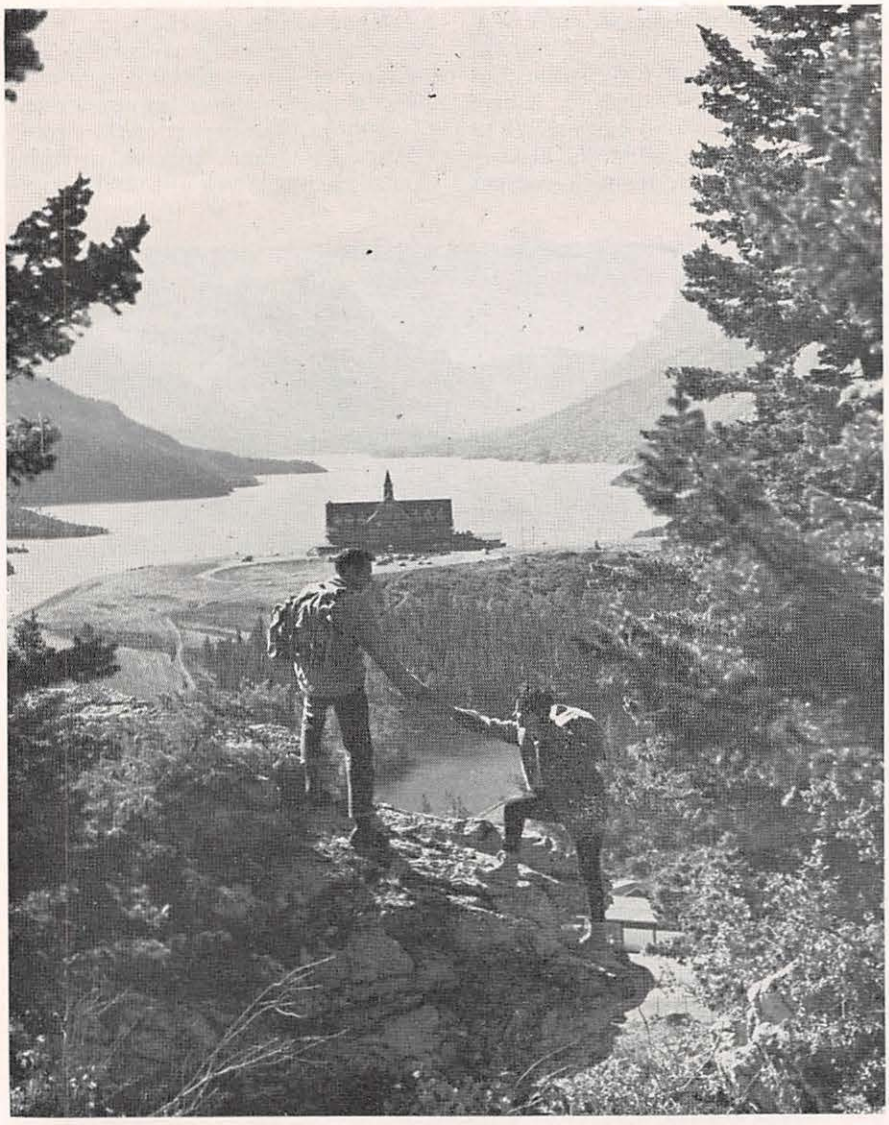
ing vistas of wildlife and flowers unexcelled in any other region. The three-mile walk around Emerald Lake is particularly rich in mountain flowers. At lovely Lake O'Hara there is a lodge, reached on foot, or by the lodge bus over the fire road through the woods. There is a campsite not far away. Trail systems radiate from here to places of unforgettable beauty, such as Takakkaw Falls.

In addition to alpine meadows and breath-taking scenery, **Kootenay National Park** offers an added bonus—hot springs that used to be a favorite gathering place for Indians. Here you can stay right at Radium Hot Springs townsite, with its choice of modern accommodation and outdoor mineralized hot spring pools, and take the self-guided nature trail nearby.

Jasper National Park authorities have set up a selection of eight trail networks, ranging from three- to 20-mile circuits, starting and ending in the popular resort town of Jasper. These walking tours include views of such famous beauty spots as Maligne Lake, Mount Edith Cavell and Mount Robson (12,972 feet).

Some of it is historic territory, such as the Athabasca Pass route. On this trail you pass the site of an old trading post built in 1811 as a cache for supplies and furs; a monument commemorates the historic journey of David Thompson and his companions who discovered and traveled this pass to the Columbia River in the winter of 1810-1811.

On the Maligne Canyon route (distance, 8 miles return) you can even stop for refreshments and a breather at a tearoom. At one point twin waterfalls cascade over moss-covered rocks into individual deep pools. Flowers blooming in the crevices of the 180-foot rock sides make this one of the most spectacular views of the canyon.



With journey's end in sight, two young hikers in Waterton Lakes National Park scramble up a rocky hill for a breath-taking view of lakes and mountains and the Prince of Wales Hotel. Situated in the extreme southwest corner of Alberta, the park covers a wilderness area of some 204 square miles along the eastern slope of the Rockies just north of the international boundary.

Banff National Park is famous for its beauty. Roads have been built to the most easily accessible scenic spots and trails lead off from there. This is the area where annual five- and six-day Trail Hiking and Trail Riding Camps are held. Hikers and riders live in teepees. New base camps are pitched each year, deep in the mountains, opening new areas for exploration.

Waterton Lakes National Park, which connects with Glacier National Park in Montana, has more than 100 miles of graded well maintained trails which offer beauty, history, wildlife, camping and fishing. One trail extends to the very top of Vimy Peak (3,632 feet), discovered by the Palliser Expedition in 1858, and named "Observation" peak in their notes because of the spectacular view.

A walk through Hell Roaring Canyon to Crypt Lake (10½ miles from the townsite) takes in several waterfalls, and a tunnel. At the lake there are toilets, camping and picknicking facilities.

Another trail leads to Alderson Lake, at an altitude of 5,900 feet. It is noteworthy because of its picturesque setting and color. Here too there is a kitchen shelter and facilities for picnicking and camping—and the lake is stocked with cutthroat trout for a fresh-fish breakfast.

Other trails in the area offer the same type of facilities.

Glacier National Park, in the older Selkirk Mountains west of the raw young Rockies, offers snow-capped pinnacles flanked by immense ice-fields, canyons and caverns, turbulent rivers and waterfalls, all set against a brilliant background of forest-clad slopes.

Illecillewaet Glacier is one of the outstanding attractions of the park. The snow-field is reached by a good trail involving very little climbing. This gigantic mass of ice falls more than 3,500 feet from the névé and covers almost 10 square miles. Seen from the trail, it gleams through the forest.

Most trails in the area are not long—an easy one day walk from the campground. One popular trail goes to the ridge on Mount Abbott, a lookout commanding a striking view of the Asulkan and Illecillewaet Glaciers, and peaks such as Cheops, Grizzly, Sifton, Hermit, Shaughnessy, Grant, Macdonald, Avalanche and famous

Mount Sir Donald. This trail passes through magnificent stands of cedar, hemlock and alpine fir trees. The upland meadows are covered with alpine flowers.

Mount Revelstoke National Park offers 40 miles of improved trails.

Cross-Canada Highlights

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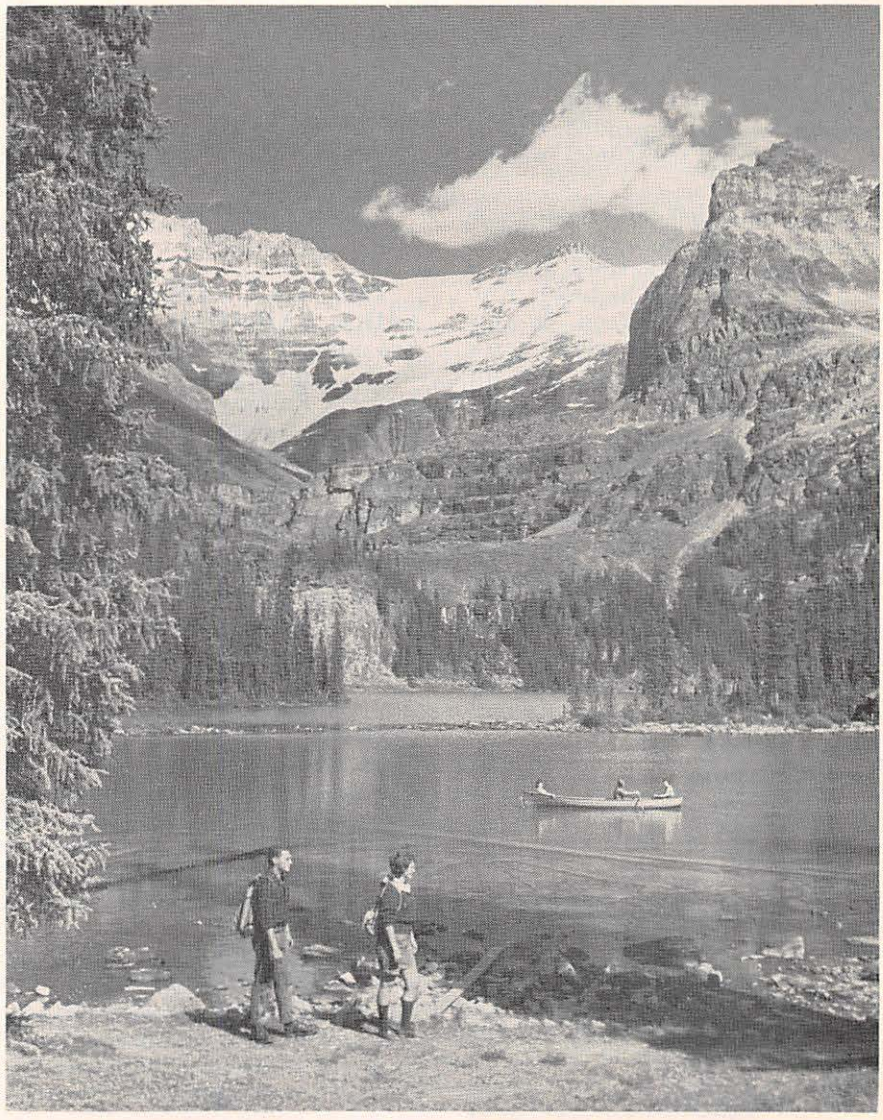

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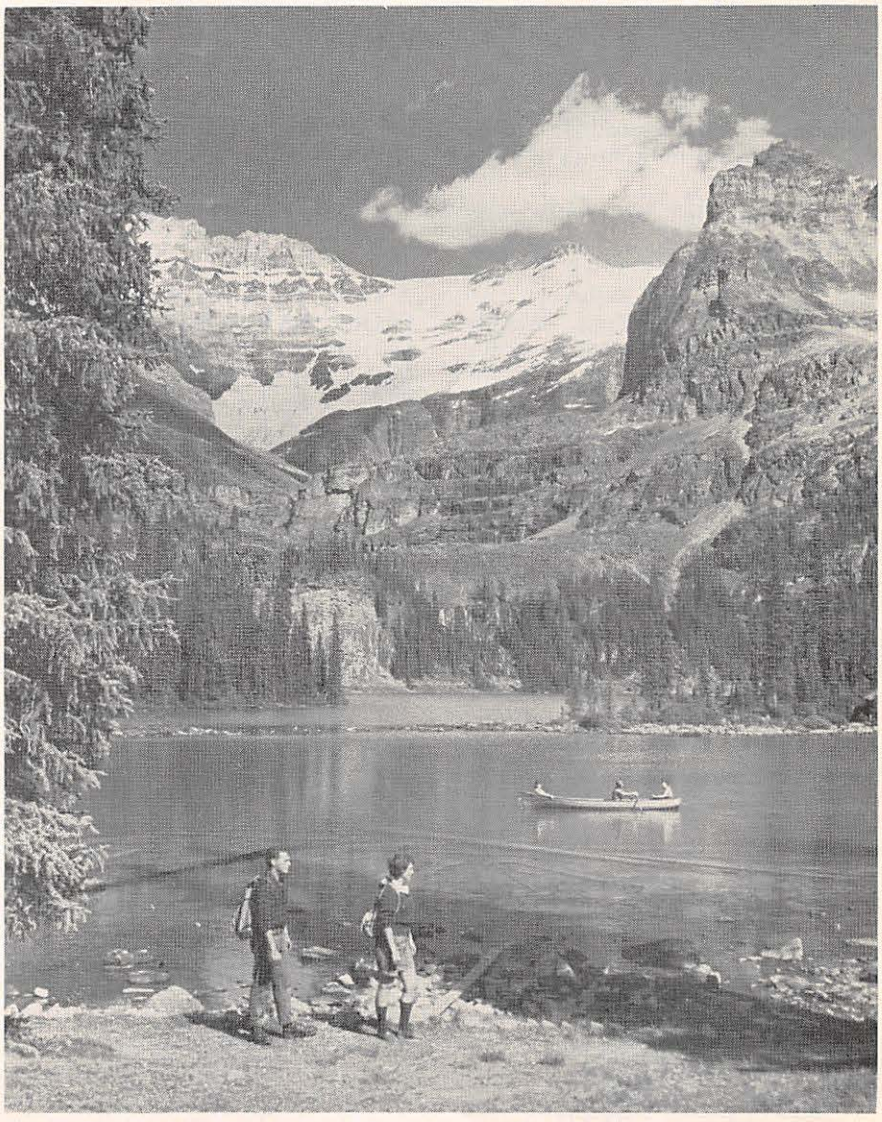

Hikers in Yoho National Park, British Columbia, enjoy the view across Lake O'Hara. The clear mountain air and invigorating atmosphere stimulate appetites for knapsack lunches.

Railroad NEWS IN BRIEF

THE NORTHERN PACIFIC RAILWAY has ordered Type K cTc equipment from the General Railway Signal Company, a unit of General Signal Corporation, for controlling the 17.5 miles between Frenchtown and Missoula, Montana.

The control machine, to be located at Missoula, will be arranged for eventual expansion to Paradise, Montana—an additional 35.5 miles.

THE SOUTHERN RAILWAY SYSTEM has ordered Type K2 cTc equipment from the General Railway Signal Company, a unit of General Signal Corporation, to add 13 locations between Worely, South Carolina and Arlington, North Carolina. The existing control machine at Greenville, South Carolina will be expanded, and 40 miles of second main track will be removed.

GRS Trakode® will replace existing line circuits, and 30 sets of long shunt overlay track circuits will be installed for highway crossing protection between Worely and Arlington. Series overlay track circuits will also be provided for switch lock release.

CHESAPEAKE AND OHIO RAILWAY today reported May net income of $4,203,000, compared with $4,150,000 in May, 1964. This was equal to 49 cents a share of common stock, compared with 46 cents in May of last year.

THE PORT AUTHORITY TRANS-HUDSON Board of Directors recently authorized an improvement program for 11 stations on the system. The estimated cost of the program will be $1,960,000 PATH Vice President James C. Kellogg, III announced.

The project, to be completed by the end of 1966, will include increased lighting, comfortable seating on platforms and renovated rest rooms at six of the busiest stations, and necessary repairs at the other five.

On April 8, the first six of 162 new air-conditioned PATH cars of the most modern design were placed in service between New Jersey and New York. When all of the new cars are in service by the end of this summer, PATH will have the first completely air-conditioned rail transit fleet in the United States.

The long-range program also includes rebuilding and modernization of the signal system at a cost of $1,500,000, rehabilitation of the tunnel drainage system and complete renovation of the maintenance shops and car yards.

THE LEHIGH VALLEY RAILROAD COMPANY has ordered Type H cTc equipment from the General Railway Signal Company, a unit of General Signal Corporation.

The equipment will permit joint operation of Jersey Central and Lehigh Valley equipment over 1½ miles of track at Packerton Junction, Pennsylvania via a control machine at Lehighton, Pennsylvania.

THE BALTIMORE AND OHIO RAILROAD COMPANY has ordered Type KM2 centralized traffic control equipment from the General Railway Signal Company, a unit of General Signal Corporation, to extend the existing KM2 installation from McKenzie-Miller, West Virginia to Orleans Road, West Virginia.

The Patterson Creek control machine will be revised to handle this added 17 mile section of double track.

THE SOUTHERN RAILWAY SYSTEM is installing a new 50 track classification yard at Macon, Ga. Type K2 CTC equipment for controlling the access line to the yard is being supplied by The General Railway Signal Company, a unit of General Signal Corporation.

The control machine, located in the yard office, will control the eight-mile line between North Macon and Central of Georgia Junction. GRS Trakode®, a system for using the rails instead of line wires to control cTc signals, will be installed on the access line.

GRS will also supply Model 5G mainline electric switch machines to handle yard switching at the Macon Yard pullout tracks. The machines will be arranged with dual selectors for throwing each switch electrically either from the control box or at the switch location.

THE UNION PACIFIC RAILROAD has ordered an NX relay interlocking system from the General Railway Signal Company, a unit of General Signal Corporation, for control of their interlocking at Omaha, Nebraska.

The new line-o-lite NX machine at Omaha will control some 150 signals and 112 switches, to handle area traffic for seven other railroads in addition to Union Pacific trains. Controls will be also arranged for call-on and fleeting moves, and switching signal manipulation.

THE BALTIMORE AND OHIO RAILROAD COMPANY has ordered nine Wheel Thermo-Scanner Units from General Railway Signal Company, a unit of General Signal Corporation. These are electronic-optical devices which automatically detect and report overheated wheel bearings.

Eight units will be installed on the Akron-Chicago Division at: Homer, Tiffin, Standby (2) LaPaz, Alida, Bascom and Cromwell. The remaining unit will be installed on the Cumberland Division.

THE NORTHERN PACIFIC RAILWAY has ordered Type K centralized traffic control equipment from General Railway Signal Company, a unit of General Signal Corporation, to expand their Spokane-Kootenai installation eastward to Tuscor, Montana.

The existing Traffic Master machine at Spokane will be expanded to handle the added 10 control points and 60 miles of single track. The system will be also arranged for eventual control expansion to Paradise, Montana.

THE FLORIDA EAST COAST RAILWAY COMPANY has placed an order for eight sets of long-shunt, electronic overlay track circuits from the General Railway Signal Company, a unit of General Signal Corporation.

The materials will be used for eight new highway crossing protection installations on the Florida East Coast lines.

Railroad Retirement Benefits — How Do They Compare With Social Security?

A recent issue of "TIES," the Southern Railway System magazine published an article "A Bad Bargain at Uncle's Store" which made a biased and unfair comparison of railroad retirement benefits with those available under the social security system.

Howard Habermeyer, chairman of the Railroad Retirement Board, wrote to Mr. Stover, the Railway's Public Relations Manager, pointing out and protesting the inaccurate and distorted nature of the article.

We are printing the article in question, Mr. Habermeyer's letter, and an article "Why Railroad Retirement Taxes are Higher Than Social Security Taxes" recently released by the Board.

The factual replies by the RRB should set the record straight and put to rest the rumors and unfounded criticism of the Railroad Retirement System.

The 'Ties' Article

A Bad Bargain At Uncle's Store

Ever been lured into a store by one of those "bargains" that turns out to have been "bait" instead?

That's exactly what Uncle Sam is doing to railroaders —by charging twice as much for half the benefits.

Since last January, you are required to pay a railroad retirement tax of 8 1/8 percent of your monthly earnings, up to $450. The maximum amount of the deduction, therefore, is $36.56 each month.

Southern Railway matches each employe's deduction—so, a total of $73.12 each month is taken by the government for each railroader earning $450 or more per month. Half comes from Southern's pocket—and half from yours.

What does this buy for you? A maximum family retirement income of $279 a month—a figure only $25 higher than the social security maximum.

But if the worker covered by social security paid what you say, he'd draw a retirement benefit of more than $508!

Here's how it works. The maximum amount deducted every month from the paycheck of a worker covered by social security is $16.31. That's less than half the maximum paid by a railroader; so, in effect, *two* workers under social security can be completely covered for less than *you alone* pay into railroad retirement.

And, those two workers will each receive a maximum benefit of $254 per month when they retire—or, in other words, $508!

It doesn't make sense that a railroader should be required to pay more than twice as much for a retirement program that will not provide him with proportionate benefits. Both the Railroad Retirement Act and the Social Security Act are federal laws; both are administered by the federal government; participants have no choice, they're told what they must pay. But what is virtually the same program costs double if you're a railroader.

What's more, the law now requires that railroad retirement taxes go up whenever social security taxes rise —which constitutes a built-in formula for maintaining this discrimination against people who work for the railroads.

Railroaders, in short, have gotten a bad bargain from Uncle Sam—and one that should be changed.

Reply by RRB Chairman

Mr. John L. Stover, Manager
Public Relations
Southern Railway System
Post Office Box 1808
Washington, D. C. 20013

Dear Mr. Stover:

The May 1965 issue of your company's publication, "Ties," carries an article entitled, "A Bad Bargain at Uncle's Store." It purports to show that railroad workers are in a disadvantageous position with respect to their benefits and taxes under the railroad retirement system, compared with what their position would be if they were covered under the social security system.

Any comparison of taxes and benefits under the railroad retirement and social security systems must take into account the fundamental differences between these plans. The article reflects either a lack of understanding or a disregard of these basic differences, and thus makes the comparison in an incomplete and distorted manner, which serves only to mislead readers.

The railroad retirement system was developed over the years through the combined efforts of railroad employers and employes. An incomplete and inaccurate article of this kind, appearing in a railroad company publication as well-rated as yours, renders a serious disservice to both groups. It can only result in confusion and unnecessary dissatisfaction among railroad employes.

In developing his comparison of benefits and taxes under the two systems, the writer of the article in effect made the statement that railroad workers pay twice as much for half the benefits. To support this statement, he singled out the maximum benefits payable under each system. Apart from the fact that maximum benefits are not very important at the present time in terms of the number of families receiving them (only about 1 percent of the families now on the social security benefit rolls are receiving $250 or more a month), the article states incorrectly that a retired worker could receive a maximum of $254 monthly under the social security system. This is completely wrong. The $254 figure applies to a *family* and not to an individual worker. The maximum for a retired worker alone under the present social security law is $127 monthly. In contrast, the present maximum railroad retirement annuity is about $215. Moreover, the social security maximum cannot change unless the law is amended, whereas the railroad retirement maximum will continue to increase under present law. For example, 10 years from now the maximum payable to retired railroad employes will be almost $300, in addition to the amounts payable to their wives.

Apart from the foregoing, the article fails to mention the many areas in which the benefits provided by the railroad retirement system are vastly superior to those

under the social security system. Certainly, no comparison of the two systems is fair or valid without a reasonably full explanation of the additional benefits available under the railroad retirement system. I enclose a statement prepared by the Board which discusses these additional benefits in some detail.

As also pointed out in the statement, it is not proper to make a *direct* comparison of benefits and taxes under the two systems. That is because all railroad employes, in effect, receive full social security protection as part of their railroad retirement benefit package. A more valid comparison would be between the benefits they receive from the railroad retirement system *over and above* the social security amounts, and that part of the taxes they pay which are also over and above the social security rates. These extra benefits are a very good buy for them compared to what they could get under private insurance, even if they were available from that source, which is not the case.

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The answer to this question is definitely in the affirmative. Studies made by the Board's actuaries indicate that to purchase the extra railroad retirement benefits from private sources, the employe would have to pay a great deal more in premiums than the railroad retirement system charges him in additional taxes. In this area, comparisons with social security are irrelevant simply because the extra railroad retirement benefits cannot be obtained from social security under any conditions. Therefore, it is just as improper to expect that the extra railroad retirement benefits can be financed by taxes proportionate to social security rates as it would be to expect the social security rates to be applicable to private pen-

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sions. Incidentally, a study made for 1962 active employes revealed that even for an employe as young as 30 years of age, the extra railroad retirement benefits may be worth nearly three times his own additional taxes. For older employes, the corresponding ratios were much higher.

Advantages for Rail Workers

Getting more specific, some of the advantages railroad workers have under the railroad retirement system, which workers covered by the social security system do not have, are as follows:

1. Railroad workers are protected not only against total disability but also against disability for their regular occupation. Under social security, disability benefits are available to workers only if they become totally disabled.

2. Long-service railroad employes can retire as early as age 60 under the railroad retirement system with a reduced annuity. However, under social security, the earliest age at which workers can retire is 62, also with reduced benefits.

3. Widows of railroad workers can receive an unreduced monthly benefit at age 60 (even if not caring for eligible children) compared with age 62 for widows under social security.

4. Railroad employes are guaranteed that they and their families will always receive at least as much in benefits as they will have paid in railroad retirement taxes. For example, should a railroad employe who had worked continuously under the act since 1936 (at maximum creditable compensation) die without drawing any retirement benefits and should he not be survived by a widow, a minor or disabled child or anyone who would ever be entitled to receive monthly benefits, the Board would pay a residual benefit which can now (as of January 1, 1965) be as high as $6,922. The benefit would be paid to his designated beneficiary or his estate. Had the same individual been covered by social security instead of railroad retirement and had he died under the same factual situation, social security would pay the sum of $255 as a lump-sum death benefit and no further payments would ever be made on his account.

5. Except for disability annuitants under age 65, a railroad annuitant may work for pay after retirement and continue to receive his annuity regardless of how much he earns, provided the work is not for a railroad or for his last nonrailroad employer. Under social security, however, a beneficiary under age 72 will generally lose a part or all of his benefits if his earnings exceed certain limits.

To give an idea of the size of the extra railroad retirement benefits, a few figures will be cited. The current (March 1965) average railroad retirement annuity being paid is $138, or 75 percent more than the average benefit being paid by the social security system to retired workers. The maximum annuity which a retiring railroad employe may now receive is about $216 a month; the social security maximum in the usual case is less than $127 a month. Furthermore, under the present provisions of the Railroad Retirement Act, future employe annuities can be as high as $350 a month and, in some cases, even higher; in contrast, the present social security law has an absolute maximum of $127 a month for all time to come. As for auxiliary benefits under the two systems, that is, benefits to dependents and survivors, the differences between railroad retirement and social security are not as large, but they are still large enough to require considerable additional taxes to finance them.

Another important factor which has a bearing on the problem is the generosity of the railroad retirement system in the past. During the period 1937-64, the railroad retirement system paid out in benefits close to $6 billion more than social security would have paid to railroad retirement beneficiaries in the same period. These benefits were far in excess of the taxes paid with respect to them. To pay these benefits, it was necessary to use moneys which should have gone into building up an adequate reserve for employes not yet retired. This has created a kind of internal debt which must be serviced from future tax income. What aggravates the situation is that the base (that is, number of active employes) over which this part of the cost can be spread has become relatively small.

How costly the railroad retirement benefits are in relation to the taxes associated with them can be seen from the following figures for calendar year 1964. In that year, total tax collections amounted to $621 million, while total benefit payments came to $1,109 million or almost twice the amount of taxes. (The difference was made up from other sources of income, namely, the financial interchange discussed above, and interest on invested funds.) In contrast, social security collected more in taxes alone ($16.8 billion) than it paid in benefits ($16.2 billion). The strikingly different situations under the two systems is another reason why comparisons between railroad retirement and social security must be approached with the greatest caution.

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RRB Annual Report for 1964 Released

The Railroad Retirement Board's Annual Report for 1964 has been released.

The Report summarizes financial, administrative, and legal developments in the programs under the Railroad Retirement and Railroad Unemployment Insurance Acts during the 1963-64 fiscal year. It also contains a report on the ninth actuarial valuation of the assets and liabilities under the Railroad Retirement Acts.

The Report is available to the public. Requests for copies should be directed to the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The price per copy is 70 cents.

news from Canada

'Non-Ops' Sign Supplemental Pact

HEALTH-WELFARE GAINS won by the "non-operating" unions of Canada were nailed down under a supplemental agreement recently negotiated by the unions with the Canadian railways. Among the highspots of the agreement are:

• "The Employe Benefit Plan shall provide for hospital, surgical, medical, weekly indemnity and life insurance benefits which shall be in accordance with the provisions of this agreement and contracts entered into with underwriters."

• On claims originating on or after July 1, 1964, a participating employe shall be entitled to weekly indemnity for wage loss on account of sickness or non-occupational accidents to maximum of $50 weekly; also, life insurance benefits are increased from $1,000 to $1,500.

• Provision is made whereby protection can be continued by any employe who is laid off, on leave of absence, or off work on account of disability.

• Language is spelled out for financing of the benefits in equal shares by employes and the railroads. Also, one clause provides that when the administration fund exceeds $300,000, the excess amounts shall be applied toward the reduction of premiums.

• An employe benefit plan administrative committee is set up, composed of 12 members, six from the unions and six from the railways, to supervise the program.

The signing unions were the Brotherhood of Railroad Signalmen, Railway Clerks, Railroad Telegraphers, Division 4 of the Railway Employes' Department, Canadian National System Federation No. 11, Machinists, Plumbers and Pipefitters, Boilermakers and Blacksmiths, Railway Carmen, Moulders & Foundry Workers, Electrical Workers, Sheet Metal Workers, Firemen and Oilers, Commercial Telegraphers, Maintenance of Way Employes, Sleeping Car Porters, and the CBRT & GW.

This photo shows officers elected at a recent meeting of the Canadian Railway Labour Executives' Association. Those elected were: Charles Smith, Brotherhood of Maintenance of Way Employes—Chairman; A. R. Gibbons, Brotherhood of Locomotive Firemen and Enginemen—Executive Secretary; R. C. Smith, Order of Railroad Telegraphers—Vice Chairman. Other officers elected to the executive board are: W. P. Kelly, Brotherhood of Railroad Trainmen; E. F. Downard, Brotherhood of Railway and Steamship Clerks; Brotherhood of Railroad Signalmen Grand Lodge Representative H. A. Stockdale; and Roger Melancon, Brotherhood of Railway Carmen.

Automation Crisis

An AFL-CIO spokesman warned a gathering of automation experts not to become "smothered by words and statistics" to the neglect of "policy and action."

Nathaniel Goldfinger, director of the AFL-CIO Department of Research, said the United States and other industrialized nations are undergoing "a vast technological revolution" which poses grave social, political and economic problems.

If we fail to solve them "soon and rapidly" he cautioned, "the fabric of our free societies can be ripped apart. Displaced and disconnected men are not machines; they may not always remain passive and silent."

"The time is long overdue," he stressed, "for an emphasis on positive policies and action—to achieve and sustain job opportunities at decent wages for all who are able and willing to work."

The issue, he said, is whether society is a tool of technology or technology is a tool of society.

In the United States, Nathaniel Goldfinger said, "this technological revolution is pushing large numbers of people off the farms, out of the rural areas and into the cities." At the same time, "semi-skilled jobs in industrial and distributive activities are being curtailed, urban unemployment is rising and the growth of the labor force is accelerating."

SHANTY BANTER

MIS-JUDGED

A certain judge who was not overalert, recalled a witness. "My man," he said sternly, "you may find yourself committed for perjury. Only a few minutes ago you told the court that you had only one brother, but your sister has sworn that she has two. Now, out with the truth!"

Keep your eye on your goals, not the obstacles.

HEADS—YOU WIN!

She had a beautiful baby and as I bent down to "koochy-koo" it, she said, "Go ahead, you can pick up Junior. Just take care of his head."

I did, but I should have been more careful of his other end.

A civilized person is one who can disagree with you without becoming disagreeable.

MATRIMONIAL TESTIMONIAL

Young man: "I hope you don't think me too young for marriage with your daughter."

Father: "That's all right, my boy —you'll age fast enough!"

You are rated by what you finish, not by what you start.

NO HORSE SENSE

"Pardon me, sir, but aren't you putting your saddle on backwards?"

"Some cowboy you are! You don't even know which way I'm headed."

Some leave footprints on the sands of time. Others have no time and leave nothing.

FIGURES CAN LIE

Statistics prove that as a group the gentle sex may be better drivers, but it normally takes them two and a fraction cars to prove it.

NOTHING SAVED

A thrifty business man and his wife were having dinner in town and the subject of anniversary gifts came up.

"What would you like for your anniversary, dear, a new coat, a new car or a color TV set?"

"I'd rather just have the cash," she replied.

"Oh, no, that's impossible," snapped the husband. "I can't get money wholesale."

No matter how busy a man is, he's never too busy to stop and talk about how busy he is.

MORAL SUPPORT

"Now that my daughter has agreed to marry you, young man, when will the big day be?"

"That's up to her, sir."

"Want a church wedding or a private ceremony?"

"That's up to her mother, sir."

"And what will you live on after you're married?"

"That's up to you, sir."

MATERNITY

"You must be a non-union man. When I slapped your baby, he just turned the other cheek."

LEARN BY DOING

A little girl marched into a bank and handed the teller a $1 bill, saying, "Would you please change that to nickels?"

Taking her nickels to a table, she counted them carefully. Five minutes later she returned to the window. "Would you change these into dimes?" she asked.

A few minutes later back she came to get the dimes changed into quarters. When she returned with the quarters and asked for half dollars, the teller was moved to ask, "What in the world are you doing?"

"Learning to count money," she replied briskly, and left with her half dollars.

The only ones you should try to get even with are those who have helped you!

BRIDAL SWEET

"I'd like honeymoon accommodations for me and my wife."

"Of course," said the desk clerk. "Suite, sir?"

"Not particularly, but she is quite rich."

The penalty people pay for indifference to public affairs is to be ruled by evil men.

20-20 DECISION

Joan: "Did you notice that handsome fellow who just passed by?"

Sue: "You mean the fellow with the dark curly hair, dimpled cheeks, deep brown eyes, about six-feet-tall who was carrying a turquoise case in his left hand?"

Joan: "Yeah, that's the one."

Sue: "No, I didn't particularly notice him."

Do that which you fear and you will conquer that fear.

NONE OF YOUR LIP-STICK

"Miss," said the young man to the clerk, "I want to buy some lipstick as a birthday gift for my sister."

"Here are some beautiful new shades," replied the clerk. "This one is Zesty Pink and here in Cherry Jubilation. Next to it is Glow Forth and Enchanted Ruby. Do you like any of these?"

"They're okay," answered the young man, "but don't you have anything in red?"

By SIDNEY MARGOLIUS, for The Signalman's Journal

Can Gambling Solve A Worker's Problems?

ONE OF THE PREVAILING financial problems of some moderate-income families is chronic gambling, a recent survey of family money problems by the Family Service Association of America shows.

This survey is of special interest to working families because of discussions in various regions about legalizing some gambling activities, such as state lotteries and off-track betting. These proposals are aimed mainly at producing revenue for local communities to ease the present tax load on homeowners. But opponents argue that legalizing betting would divert more money from families who can ill afford losses.

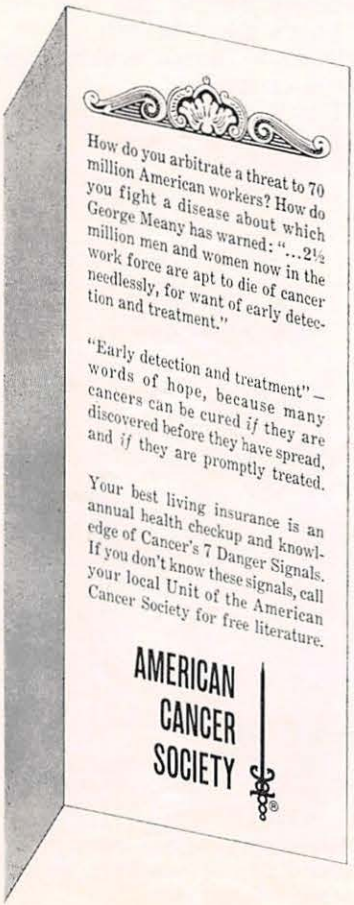
Judging from the responses of the family service agencies, gambling can cause serious problems in families, when the husband does it habitually.

Two kinds of gambling stand out in the family agency reports. One is steady, small gambling, much like a sport or hobby, which men, and often women too, do at work or in the neighborhood. The other is an attempt by wage-earners trying to maintain large families on low or moderate income, to solve their problems by "making a hit."

For example, Jeannette Hanford, Director of the Family Service Bureau of Chicago, reports the situation of a couple who have eight children, including twins. The husband has held the same job for 14 years. But his wages of $72 a week barely cover food, rent, clothing and his transportation expenses to get to work. So he resorts to gambling as a way of solving his pressing financial problem. He hopes that some day he will win enough to give his wife all he feels she deserves. He means well, but his unrealistic hope is only making the family situation worse.

The "recreational" or "hobby" type of gambling can be equally damaging to family finances, and it can also cause serious discord, the survey shows.

One young man of 25 had married his only sweetheart when they were both 18. He had older brothers who were inclined towards gambling, relates Emily Dickinson, Director of Family Service Association of Tampa. Their betting always fascinated him when he was a youngster, and he could hardly wait to grow up to go to the track with them. Not until he had gone into debt for $2000 and separated from his wife did he try to quit gambling —actually to cut down. The couple are back together again, and he knows his wife will not stand for any further ventures. But gambling can be a hard habit to shake, and she is aware that he still bets small sums.


How do you arbitrate a threat to 70 million American workers? How do you fight a disease about which George Meany has warned: "...2½ million men and women now in the work force are apt to die of cancer needlessly, for want of early detection and treatment."
"Early detection and treatment" — words of hope, because many cancers can be cured *if* they are discovered before they have spread, and *if* they are promptly treated.
Your best living insurance is an annual health checkup and knowledge of Cancer's 7 Danger Signals. If you don't know these signals, call your local Unit of the American Cancer Society for free literature.
AMERICAN CANCER SOCIETY

Even smaller betting, if steady, can interfere with a family's needs and cause discord, as in the case of another Florida husband with a wife and four pre-school children. He earns enough to provide comfortably for them. But he bets regularly on football games and other betting pools at work, meanwhile limiting the money he gives his family. He even does the grocery shopping and buys the children's clothes himself, and won't let his wife spend $2 a week for help with the ironing, with all these little children.

From the experience of the family agencies, habitual gambling is a "compulsive" problem much like alcoholism. In fact, the agencies often bracket gambling and alcoholism as twin problems. Sometimes the gambler can't stop even when he obviously is marching to disaster. Mrs. D. D. Specht, of Family Service of Morris County, New Jersey, tells about men who have actually lost their businesses due to gambling.

Sometimes a husband will use gambling like going on a drinking "toot", to punish his wife when he is angry at her, reports Warde Laidman, Casework Services Director for Family Service Agencies of San Francisco and San Mateo Counties in California. Couples do use money surprisingly often to punish each other through heavy spending, gambling or other ways, reports Sidney Berman, Casework Director at Peninsular Family Service, Newport News.

Gambling is a pretty hopeless way to try to solve personal problems. The odds are stacked against the bettor. The syndicates that run the organized betting pools, as on football games, purportedly set odds of 6 to 5 in their favor. But even though you already start with this disadvantage, the point spread sometimes is juggled to make the odds much greater, and you also lose in case of a tie. Ernest Blanche, a mathematician, who has done much research on gambling has written that with these various edges, the professional pool operator's take often runs as high as 80 or 90 percent.

Even if you did "hit", as in a "numbers" bet, 999 other working people will lose. In fact, 1000 working people put up a dollar apiece so one of them can win $550 or $600.

The "compulsive" type of gambler often needs counseling so he can see what his problems really are, and how to face them. Father Philip A. Carey, noted New York priest who has devoted a lifetime to the problems of working families, told this department: "I haven't any more moral objection to gambling than for a fellow to send away for tickets to a show, if it's for occasional amusement and as long as he doesn't confuse Aqueduct with an investment house. Yet, the parimutuel clerks all tell me how appalled they are at the inveterate gamblers. For them, it is compulsive, and an addiction as fearful as that to narcotics and liquor."

As far as the poor fellow trying to solve the problems of a big family on a low income, the only realistic solutions require more overall planning, and joint effort with other working people as in unions, health-care and housing co-ops and other mutual activities. A man working on the same job 14 years and earning $72 a week, will find a labor organization more useful than a betting pool.

Large moderate-income families, especially, need to know and use all available community resources. "It is not unusual to have a family come in head over heels in debt for doctor and hospital bills, when much of this debt could have been avoided if the family had been more familiar with community resources and the possibility of assistance," reports Bea Kersten, AFL-CIO Community Services Representative in Minneapolis. "Similarly, too few families are familiar with the programs that could help in the education of their children. Nor is enough being done to upgrade vocational skills."

This kind of mutual self-help and community participation is the safest bet.

Railroad Retirement Board Improves Its Service

THE USE OF ELECTRONIC data processing equipment has enabled the Railroad Retirement Board to improve its service to railroad employes and their families and to reduce administrative costs at the same time, according to a recent statement by the Board. The equipment is now used to perform a wide range of tasks involved in the processing of claims for retirement, survivor, unemployment, and sickness benefits.

As an example, the Board pointed out that computer operations and improved management techniques have sharply reduced the time required to process claims for benefits. More than one-half of the claims for retirement annuities from aged employes are paid within 30 days. Just three years ago only one-third were handled that quickly. In the case of claims for unemployment benefits, nearly one-half are paid within four days. Three years ago only one-fourth were paid that promptly.

Under the unemployment and sickness insurance program, a transition from manual processing of claims in seven regional offices to centralized computer processing in the Board's Chicago headquarters is now being completed. The transition has been made over a period of years so there would be no interruption of service to railroad employes.

According to the Board, the problems encountered in the computer processing of unemployment and sickness claims are similar to those involved in the manual performance of the same tasks. Most claims are processed without difficulty. In the few instances in which delays do occur, they can generally be traced to incomplete or inaccurate information supplied with the claim.

The prompt and accurate payment of claims is one of its major objectives, the Board emphasized, and it actively seeks to identify any problem areas in order to take immediate corrective action. If an inquiry is made about a claim for benefits, it is essential that the applicant, or an official acting in his behalf, furnish the Board with the name and social security account number of the employee on whose wage record the benefit will be based, along with other information pertinent to the claim. This will help the Board to pay any benefits that are due as quickly as possible.

Job Opportunities In The Peace Corps

TODAY 10,000 PEACE CORPS Volunteers are sharing their skills with the people of 45 developing countries of Asia, Africa, and Latin America. Their dedication and hard work have earned the respect of people throughout the world.

It has been noted, however, that few of the Peace Corps volunteers have the industrial skills possessed by members of The Brotherhood of Railroad Signalmen or other railroad Brotherhoods.

Faced with the facts and an ever increasing demand for volunteers with definite mechanical, technical and professional skills, the Peace Corps has asked for the cooperation of our Brotherhood, of the AFL-CIO and its affiliated unions in recruiting such craft and industrial workers.

A Peace Corps representative recently made an appeal to a meeting of the Railway Labor Executives' Association and received a pledge of cooperation by that body.

The Peace Corps has also asked the Association of American Railroads and its affiliates to grant a leave of absence to employes volunteering for the Peace Corps. They are asking that the leave of absence involve the accumulation of seniority while an employe is serving in the Peace Corps and the guarantee of re-employment rights upon his return.

The complicated legal problem of pension rights is being discussed now with the RLEA, the Association of American Railroads and the Railroad Retirement Board.

B of RS members interested in more information about volunteer service with the Peace Corps will receive prompt information by mailing the coupon below.

To qualify for the Peace Corps, a person must be an American citizen, possess a skill, be 18 years or over (there is no age limit) and have no dependents under 18 years of age.

A potential volunteer must make out an application. If he (or she) is selected, he goes to a three month training course where he learns how to teach his skill, he learns a foreign language, and more about the United States and the foreign country to which he is assigned. He then is sent abroad where he serves 21-24 months.

The Peace Corps covers all of the volunteer's expenses overseas including room, board, transportation, medical costs, leave with special allowances, and all incidental expenses. In addition, at an accumulation rate of $75 a month, each volunteer is paid $1,800 or more in cash (less taxes), when he leaves the Peace Corps.

The following is a list of skilled workers which are needed by the Peace Corps during the forthcoming expansion of its industrial programs overseas.

Peace Corps World Requirements for Skilled Workers

North Africa-Near East-South Asia

Morocco: 10 to 12 surveyors
10 bricklayers (3rd year apprentice or recent journeyman)
5 electricians (3rd year apprentice or recent journeymen)
5 carpenters (three years construction experience)

Tunisia: 10 skilled welders (oxy-acetylene/heli arc/resistance)
10 electricians (AC/DC motor repair/industrial machine maintenance/commercial and residential wiring)
10 auto mechanics (gasoline and diesel repair, body work and repair of automotive accessories)

Iran: 5 construction foremen (ex-

Mr. Ed Corboy, Director
Division of Labor Recruiting, Room 600
Peace Corps
Washington, D.C. 20525

Please send me more information about Peace Corps volunteer service for Brotherhood of Railroad Signalmen members. I am qualified in the following skills. .....

Name (Please Print) .....

Street Address .....

City and State ..... Zip Code .....

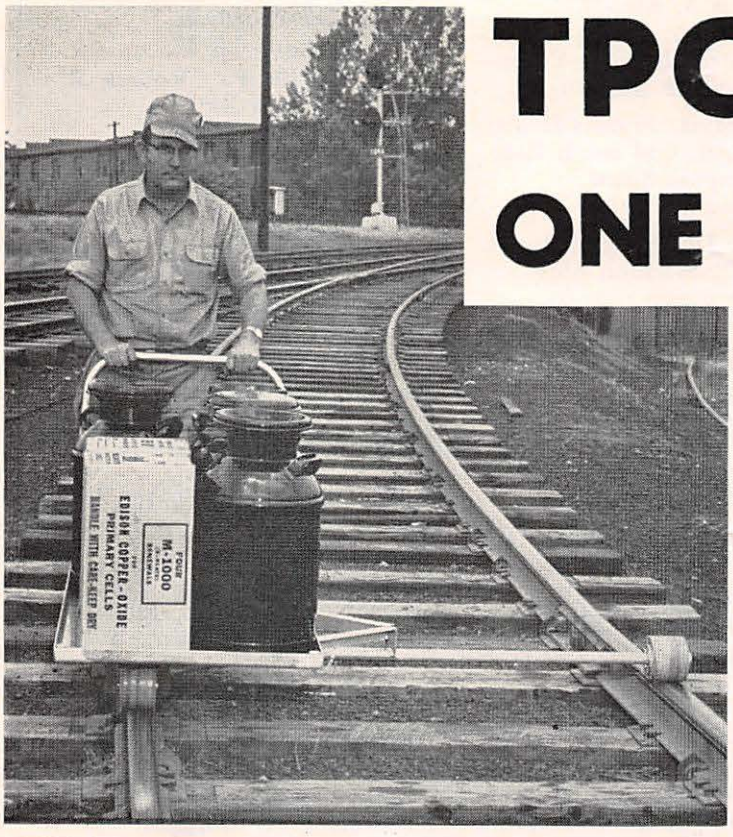
perience in brick, RCC and cinder block construction)
10 bricklayers (3rd year apprenticeship or recent journeymen)
10 carpenters (3 years experience in building of forms, scaffolding and wood frame house construction)
Turkey: 3 automotive mechanics (repair of American, French, German and British trucks, buses and autos)
2 automotive mechanics (special skills in body, paint, electrical systems)
1 automotive records clerk
3 electricians (repair and maintain electrical equipment in hospitals including X-ray, diathermic, incubators, iron lungs, etc.)
India: 15 auto mechanics (2 years experience)
5 automotive machinists (3 to 5 years experience)
Skilled trainers for Industrial Training Institutes
10 machinists (3 years experience —tool and die, lathes, shapers, drill press)
10 electricians (3 years experience —AC/DC motors, generators and high powered equipment)
5 welders (3 years experience, oxy-acetylene/heli arc/ resistance)
Small industries on-the-job training
10 welders
10 machinists
10 foundrymen (ferrous and non-ferrous metal extrusions, moulding—5 years experience preferred)
Pakistan: 11 building construction workers (3 years experience)
bricklayers (bridge abutments, piers and wing falls as well as culverts and small buildings)
carpenters (form work for RCC, wooden frame and truss construction)
5 tractor mechanics (3 years experience)
7 construction foremen, masons, carpenters (assist engineers in supervising construction of roads, schools, bridges and community centers)

Far East

Malaysia: Instructors in Industrial Arts Institutes
7—metal work
7—auto mechanics
6—woodwork
6—electrical
40 On-the-job trainers in industry
electricians
refrigeration
air-conditioning
machinist
welder
auto mechanic
10-15 radio and telegraphic operators (Brunie)
40-50 skilled construction workers (Singapore)
Thailand: 60 skilled workers (to work in northeast territory, carpenters and other building trades skilled workers auto mechanics

Latin America

Chile: 7 machinists: lathe, mill, tool, bench fitting with basic knowledge of skill and preferably knowledge of geometry, algebra, technical drawing and metal technology
4 arc and oxy-acetylene torch welding workers
2 steam fitters with basic knowledge of mathematics and welding and preferably gas technology and metals (including physical and chemical properties and changes caused by heat)



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5 Tenakill Park, Cresskill, N.J.
(Area Code 201) 568-4600

Office and Plant
GRISWOLD SIGNAL CO.
700 Plymouth Ave., Minneapolis 11, Minn.
(Area Code 612) 522 6639

1 foundry worker with knowledge of sand, metals, molds and foundry methods
6 combustion engine mechanics (gasoline and diesel) with basic knowledge of operation cycles of motors and fuel systems
1 electronics worker with basic knowledge of mathematics and instruments and preferably of trigonometry and electronics
1 refrigeration worker
3 industrial electricity workers: basic knowledge of applied electricity and mathematics.

Peru: 4—electricity
2—welding
1—fitting
1—lathe
1—milling machine
1—sheet metal worker
2—auto mechanic
2—carpentry
2—masonry
1—blacksmith
1—plumbing
2—machinists

Central America

5—journeymen carpenters
20—carpenters (building of small houses in slum areas)
4—plumbers
3—electricians
2—refrigeration repair
8—mechanics
1—machinist
1—body and fender repair
1—TV repair
1—radio

Africa

Guinea: 20-30 garage mechanics (to operate 5 regional garages and to train Guineans in auto mechanics). British, French, West German and East German, Russian and American buses, trucks and cars to maintain and repair.

Ethiopia: 11 surveyors
6 heavy equipment instructors
6 heavy equipment operator instructors
2 machinist instructors
1 welding instructor
3 civil engineers

Sierra Leone: 5 diesel mechanics
Senegal: 3 vocational education instructors

Nigeria: 2 electricians
28 woodworking
22 metalworking
11 automotive repair
5 machinists
2 welders
5 leather work

To teach in vocational schools, industrial development centers.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed, regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago 4, Ill., has been designated to receive and compile this information.

Atlanta, Ga. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore 2, Md. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N.J.
Charles J. Tyne
104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham 3, Ala.
Rives, Peterson, Pettus & Conway, Seventeenth floor, Twenty-one Twenty-one Building.

Boston 8, Mass. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street.
Tel. LIberty 2-3270

Chicago 2, Ill. Henslee-Monek-Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland 14, Ohio. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver 2, Colo. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. Dan McGlynn, 120 N. Main Street.

Fort Worth, Tex.
Contact George L. Schmidt, at Houston 2, Texas.

Houston 2, Tex.
George L. Schmidt, 1307 American Investors Bldg.
Tel. CA 2-2268

Kansas City, Mo. Ernest Hubbell, 2505 Power and Light Bldg., 14th & Baltimore Ave.
Tel. BAltimore 1-5666

Kansas City, Mo. Frank X. Mattes, 1014 Argyle Bldg.
306 E. 12th Street.
Tel. HArrison 1-5570

Los Angeles 13, Calif. Clifton Hildebrand, 408 So. Spring St., Suite 205.
Tel. MAdison 9-2214

Minneapolis 2, Minn. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York 17, New York. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. Clifton Hildebrand, 1212 Broadway.
Tel. GLencourt 1-6732

Pittsburgh 19, Pa. Robert B. Ivory, 711 Frick Bldg.
Tel. GRant 1-4780

St. Louis, Mo. Ernest Hubbell, 408 Olive St. Suite 302. Tel. CHestnut 1-0505

St. Louis, Mo. Frank X. Mattes 611 Olive St., Suite 1814.
Tel. MAine 1-6992

Salt Lake City 1, Utah. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex., 78205, George L. Schmidt, 1515 N.B.C. Bldg.

Seattle, Washington, 98104, Arthur E. Piehler, 27th Floor Smith Tower.
Tel. Main 4-4700

Sherman Oaks, Calif. John M. Ennis, Suite 27, Lydee Bldg., 15445 Ventura.

Syracuse, N.Y. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. W. W. Ramsey, First National Bank Bldg.
Tel. VIcksburg 63-6-5561

Wichita 2, Kans. John C. Frank, 1217 Union National Bldg.
Tel. AMherst 4-0346

Wichita, Kans. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

AFL-CIO Executive Council Backs Railroad Labor's Legislative Goals

IN SEVEN DIFFERENT STATEments approved and issued recently by the AFL-CIO Executive Council pledged the full support of the American labor movement to major legislative goals of the Railway Labor Executives' Association in the current session of Congress.

The Council declared that it supports legislation to safeguard the public interest in railroad passenger service against the increasing discontinuance by the carriers of interstate passenger trains.

The Council backed a program that would give the Interstate Commerce Commission authority over the quality of service and the power to determine the necessity to continue service in light of public convenience and necessity. Protection for workers adversely affected by abandonments of passenger trains would be in the hands of the ICC under the proposal.

The Council also adopted statements calling for a congressional investigation of railroad mergers and a temporary halt in the authority of the ICC to approve further mergers until the investigation has been completed.

Seven statements adopted by the AFL-CIO Executive Council are reproduced here:

Bank Holding Company Act

Mr. Edward Ball and the DuPont Estate which he controls, and which in turn controls the Florida National Banks and the Florida East Coast Railroad, continues to use the special tax loop-hole granted the Estate, when Congress passed the Bank Holding Company Act in 1956, for the purpose of personal aggrandisement and power, in defiance of federal law and court orders. There is no reason why a loophole in the law, unintentionally created by Congress, should allow one man privileges which are not available to any other similar group or individual.

We will continue to support legislation which would bring the Florida National Banks under the provisions of the Bank Holding Company Act of 1956.

Railroad Safety

Injuries and fatalities in the railroad industry are increasing at a rapid rate, both in terms of percentage and gross numbers, even though employment continues to decline. At the present time, there is no controlling authority over unsafe train operations, maintenance of track, structures or other facilities. The injury and fatality records collected and published by the Interstate Commerce Commission continue to serve only as statistical records with no suggestions for legislative action or measures to prevent accidents being advanced by the Commission or the industry. We no longer can tolerate this blatant disregard for the welfare of employes.

We will support legislation which would authorize and require the Interstate Commerce Commission to assume direct and complete responsibility for all aspects of safety in the operation of trains and the maintenance of track, structures and other rail facilities. We also will support legislation which would increase the penalties provided for violations of existing safety laws.

Railroad Passenger Service

In recent years, Section 13 (a) (1) of the Interstate Commerce Act has enabled the railroads to abandon interstate passenger trains on a wholesale basis. Abandonments have included prominent, well-patronized and even profitable trains. Lacking any safeguard to protect the quality of passenger train service, the statute has served as an inducement for management to deliberately downgrade the service to justify subsequent abandonment.

We will support legislation which would restore safeguards of the public interest. Such legislation would require the carrier to file application for abandonment; it would require public hearing; and it would shift the burden of proof from the public to the carrier applicant. The Interstate Commerce Commission would be required to issue a certificate of findings that public convenience and necessity required discontinuance or change in operation of the service, and that continuance would constitute an unjust and undue burden upon interstate commerce. Such legislation would give the ICC authority over the quality of the service and would authorize the commission to impose conditions for the protection of employes adversely affected by abandonments. It would require compliance under penalty of fines or imprisonment, and generally follow the statutory provisions of Section 1 (18) which govern track abandonments, etc.

Railroad Financial Investigation

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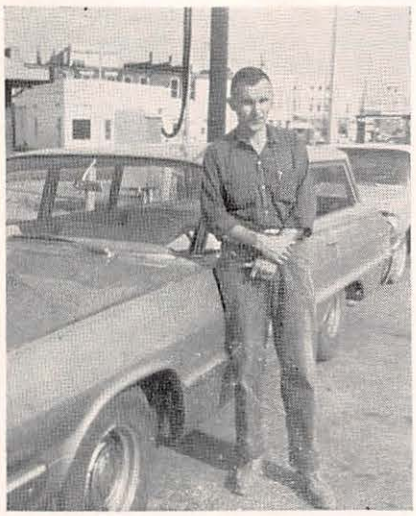

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AFL-CIO Executive Council Backs Railroad Labor's Legislative Goals

IN SEVEN DIFFERENT STATEments approved and issued recently by the AFL-CIO Executive Council pledged the full support of the American labor movement to major legislative goals of the Railway Labor Executives' Association in the current session of Congress.

The Council declared that it supports legislation to safeguard the public interest in railroad passenger service against the increasing discontinuance by the carriers of interstate passenger trains.

The Council backed a program that would give the Interstate Commerce Commission authority over the quality of service and the power to determine the necessity to continue service in light of public convenience and necessity. Protection for workers adversely affected by abandonments of passenger trains would be in the hands of the ICC under the proposal.

The Council also adopted statements calling for a congressional investigation of railroad mergers and a temporary halt in the authority of the ICC to approve further mergers until the investigation has been completed.

Seven statements adopted by the AFL-CIO Executive Council are reproduced here:

Bank Holding Company Act

Mr. Edward Ball and the DuPont Estate which he controls, and which in turn controls the Florida National Banks and the Florida East Coast Railroad, continues to use the special tax loop-hole granted the Estate, when Congress passed the Bank Holding Company Act in 1956, for the purpose of personal aggrandisement and power, in defiance of federal law and court orders. There is no reason why a loophole in the law, unintentionally created by Congress, should allow one man privileges which are not available to any other similar group or individual.

We will continue to support legislation which would bring the Florida National Banks under the provisions of the Bank Holding Company Act of 1956.

Railroad Safety

Injuries and fatalities in the railroad industry are increasing at a rapid rate, both in terms of percentage and gross numbers, even though employment continues to decline. At the present time, there is no controlling authority over unsafe train operations, maintenance of track, structures or other facilities. The injury and fatality records collected and published by the Interstate Commerce Commission continue to serve only as statistical records with no suggestions for legislative action or measures to prevent accidents being advanced by the Commission or the industry. We no longer can tolerate this blatant disregard for the welfare of employes.

We will support legislation which would authorize and require the Interstate Commerce Commission to assume direct and complete responsibility for all aspects of safety in the operation of trains and the maintenance of track, structures and other rail facilities. We also will support legislation which would increase the penalties provided for violations of existing safety laws.

Railroad Passenger Service

In recent years, Section 13 (a) (1) of the Interstate Commerce Act has enabled the railroads to abandon interstate passenger trains on a wholesale basis. Abandonments have included prominent, well-patronized and even profitable trains. Lacking any safeguard to protect the quality of passenger train service, the statute has served as an inducement for management to deliberately downgrade the service to justify subsequent abandonment.

We will support legislation which would restore safeguards of the public interest. Such legislation would require the carrier to file application for abandonment; it would require public hearing; and it would shift the burden of proof from the public to the carrier applicant. The Interstate Commerce Commission would be required to issue a certificate of findings that public convenience and necessity required discontinuance or change in operation of the service, and that continuance would constitute an unjust and undue burden upon interstate commerce. Such legislation would give the ICC authority over the quality of the service and would authorize the commission to impose conditions for the protection of employes adversely affected by abandonments. It would require compliance under penalty of fines or imprisonment, and generally follow the statutory provisions of Section 1 (18) which govern track abandonments, etc.

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disclosure of the ownership of the railroad industry, we find that this policy has been frustrated by the widespread practice of listing stock ownership as anonymous accounts in Swiss banks and under so-called "street" names. The public should know exactly who owns the controlling interest in railroads so that managerial policies will receive proper evaluation in government decisions in the public interest.

We ask the Congress to undertake a thorough and complete investigation of railroad corporation finances, bookkeeping procedures, ownership and control. In addition, independent outside accountants should be retained jointly by the Internal Revenue Service and the Interstate Commerce Commission to study railroad accounting procedures for tax and regulatory purposes, together with their effect on reported railroad profits, in order that these procedures and statements will be brought in line with accounting practices in other industries.

Amendments to the Railway Labor Act

The Railway Labor Act now provides that "all awards of the National Railroad Adjustment Board are final and binding **except those containing money**" and also for the establishment of special boards of adjustment on individual carrier properties to dispose of dockets of cases **by agreement of both parties.** Railroad labor proposes amendments to the Act to make all awards final and binding and to require that when the proper officer of an organization requests the establishment of a special board the carrier must agree to the setting up of such a board within 30 days.

Such changes are needed to remove the present inequity which makes all awards denying an employe's claim final and binding while those awards which sustain him when money is involved are not binding upon the carrier. At present the only recourse the employe has in an award of money is to have his case tried a second time by an appeal through the federal courts.

Railroads today have adopted the practice of denying almost all claims on the local property even though the claim is valid and has been supported by a large number of previous sustaining awards by the Board. This has created a backlog of some 4,000 cases in one division of the Board and there is a time lag of between 7 and 9 years before cases are heard. It would take the Board approximately 24 years just to clear its present docket of cases at its current rate of handling them. Despite this, many carriers refuse to participate in special boards on the property, which unfairly denies workers of many thousands of dollars due them for 7 to 9 years. Meanwhile, the carrier has the use of this money for sustained claims without interest or penalty of any kind.

8 out of 10 people have iatrophobia.* It is easy to overcome.

*Iatrophobia is fear of going to the doctor. The cure starts when you lift your phone and make an appointment with your doctor for a complete physical checkup.

Half the cases of cancer could be cured, if they were diagnosed early and treated promptly. Your best cancer insurance is a health check-up every year.

Make that phone call now. It might save your life.

AMERICAN CANCER SOCIETY

Railroad Retirement

Pension and other benefits of retired railroad employes are lagging far behind those in other industries. The supplemental pension programs for employes in other industries and for supervisory employes of the railroad industry are, with few exceptions, non-contributory. Non-supervisory railroad employes, with but few exceptions, enjoy no supplemental pensions, and those who do generally contribute half of the cost of such benefits.

We will support amendments to the Railroad Retirement Act which will eliminate this discrimination against organized railroad employes by providing increased annuities and other improvements financed by additional taxes to be borne by the railroad industry.

We will continue to press for legislation which will provide for hospital and nursing care for retired railroad employes under the Railroad Retirement and Social Security Acts.

Railroad Mergers

For nearly a decade, the nation's railroads have been engaged in one of the most extensive movements in history toward increased monopoly ownership through mergers. Unlike past consolidations which sought to build stronger railroads, most of the railroad combinations which have been proposed today seek to shrink railroad plant, equipment and services to the public. Much criticism has been leveled at the Interstate Commerce Commission, which is charged with the responsibility for seeing that the public interest is protected in railroad merger cases, for failures of both procedure and conclusions.

We believe that Congress should authorize the creation of a committee to make a thorough investigation of railroad mergers and temporarily halt the authority of the ICC to approve further railroad mergers until such committee has completed its investigation. The present law setting forth the nation's policy on railroad mergers, drafted 25 years ago at a time when our nation was in the midst of a depression, fails to take into account the needs of an expanding economy for a growing transportation system. Congress should enact more adequate standards for protection of the public interest in today's greatly changed society.

Thomson Named GRS Vice President

The appointment of A. Gordon Thomson as assistant to vice president, engineering, at General Railway Signal Company, a unit of General Signal Corporation, is announced by S. W. Freeman, vice president-engineering and research.

In his new position, Thomson will coordinate activities between the Engineering, Application Engineering, and Engineering Services Departments. He will also be engaged in the planning, budget preparation, and monitoring functions of these departments.

Thomson has been supervisor of the Application Engineering Department since 1963. He joined the Company as a co-op student in 1946; was promoted to application engineer in 1949, and became an application engineering group leader in 1955.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Long Island

LINDENHURST, N. Y. (56). As our Local's next meeting will not be held until Sept. 15 and due to many members being on vacation July and August, I thought I'd take this opportunity to discuss questions asked concerning the assessment placed on our membership to assist your Brothers on the Florida East Coast Railroad.

The question most often asked is why some positive action is not taken throughout the industry by the cooperating Brotherhoods to draw public attention to this unsettled dispute.

Any positive action taken by the cooperating Brotherhoods is subject to legal ramification, therefore, the proper handling of a dispute of this magnitude is best handled through the Federal Courts and the Courts of Florida.

Resolutions by the Railway Labor Executives Association have appealed to the officials of the Executive Branch of our Government to execute and uphold the policies of the Railway Labor Act, by exerting every effort to end the costly and destructive conflict on the F.E.C. Railroad.

It also called for the 89th Congress to act to remove the DuPont Estate's special exemption from the Bank Holding Act, thus breaking up the DuPont Estate's abusive and monopolistic power.

As we all are well aware of the slow process of the Courts and Federal Government, it became apparent that the noble and sacrificial struggle of the union men and women of the F.E.C. in all crafts, to win and maintain their rights and self-respect as free Americans required more than sympathy and lip service from the Railroad Brotherhoods throughout the Nation.

Through the assessment, we are now able to take an active part in supporting the struggle on the F.E.C. Through the assessment we now have a more personal involvement with our Brothers on the F.E.C.

Our financial support, as well as our moral support, can never compensate these Brothers for their gallant fight to maintain their rights and self-respect as well as the respect for every union man in the Railroad industry. We can only hope and pray that the Good Lord will give them the stamina and moral fortitude to continue their fight for the welfare of union members throughout the entire Railroad industry.

Enjoy your summer vacation and I hope we see you at our September meeting. G. C. McGough

Baltimore & Ohio

DAYTON, OHIO (94). A retirement party was held at Kuntz's Restaurant in Dayton, Ohio recently to honor retiring members from the Toledo Division. The guests of honor were: H. C. Rankin, former leading maintainer, Deshler, Ohio; Frank Schmaltz, former assistant maintainer, Deshler, Ohio: H. H. Hartley, retired as assistant supervisor, St. Louis Division; and H. A. Maynard, general signal supervisor, Cincinnati, Ohio. There were 73 persons present for the affair.

General Chairman H. C. Guscott served as master of ceremonies. Speakers included D. W. Porterfield, supervisor; R. D. Porterfield, retired inspector; P. Prorenzano and J. L. Marsh, assistant supervisors; J. Wiseman general supervisor; and retired employes D. Marker, and O. M. Hitt. Gifts were given to all the honored guests. We wish to thank G. Clayton and Roger Comer, who served as a committee, for the success of this affair. The committee chosen for our 1966 party is James Napper and Jerry Fair.

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The two photos shown above were taken at the Port Authority Trans-Hudson Training Center. Many of the members of our Brotherhood shown here had just completed their 25th week in the NX-UR signaling training program. Efforts are being made to continue the program with new classes to begin in the fall. Those shown standing from left to right across the page are: Brothers J. Whyowicz, H. Johnson, J. Delucca, T. Kite, F. Albanse, H. Epstein, J. Snipe, J. Condon, R. Warinsky, F. Fawcett, W. Foreman, P. Neubelt, P. Furkey, R. Clark, D. Cotter. Seated: Brother Raio; A. Luhrs, supervisor; A. D. Moore, superintendent; General Chairman J. J. Reese; P. Scorrito, supervisor PATH Training; Luhrs; Moore; and Reese.

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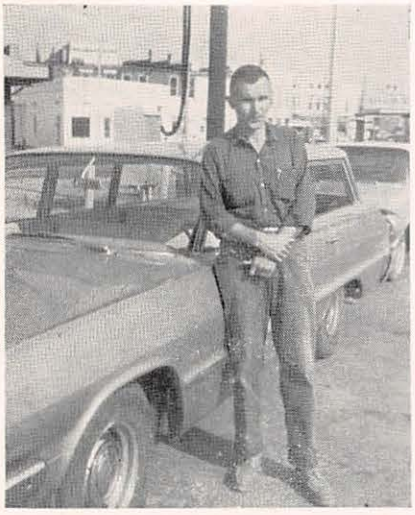

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Norfolk & Western

SALEM, VA. (77). Our regular meeting held in Roanoke, Va. on June 5 was called to order by Chief Signalman S. E. Epperly.

General Chairman V. J. Sartini reported on the claims and grievances and other matters that he has been called upon to handle. He has been kept very busy handling these affairs for our members.

The following members were present at the meeting: Brothers Jennings, Akus, Moyer, Dodd, Camper, Winfield, Sharder, Milton, Sisson, S. E. Epperly, V. J. Sartini, and R. E. Markle.

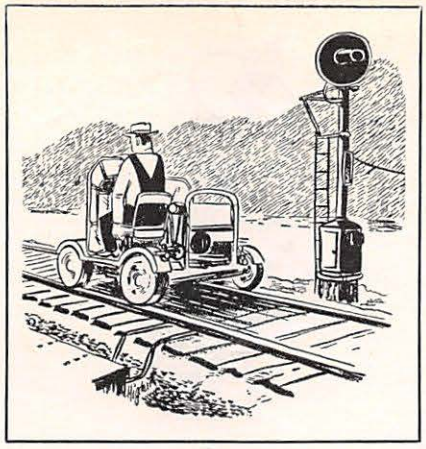
There were three sick members reported: Brothers Smith, Moore and Brunette. We wish them a speedy recovery.

Brother D. F. Cobourn, in a letter of information from the Sciota Division, reported that assistant maintainer Charlie Sharder is filling a temporary job on the Kenana District, and C. B. Gordon has bid in Charlie's job on the hump at Portsmouth, Ohio.

W. E. Cobourn of Victorville, California was by to see the Brothers on the Sciota Division recently. Cobourn is a former signal department employe, now retired. He served as local chairman on the Poca Division.

The Signal Department was well represented at the N. & W. Ry. Veterans' Association meeting at Cincinnati, Ohio during May.

After a very informative and interesting meeting at the Union Station came a trip to Coney Island. This was enjoyed by all and several railroad men were noticed riding the little railroad



at the Park. All returned to the Union Station in the buses that furnished transportation and after a delightful snack, moved over to the Cincinnati Reds National League Ball Park and rooted the Reds to victory over the Phillys.

We should all make every effort to attend our Local meetings.

R. E. Markle

Reading Co.

PHILADELPHIA, PA. (53). Our monthly meeting was held on Tuesday night, June 8 at Stouffer's with 11 members present. There should have been more, as there were several good discussions that I think would have been beneficial to everyone. The February 7 agreement was discussed.

Roy's gang is doing the final clean up work on the installation of the solid state control of Land, Carmel, Jenkin, Ayres, and Neshaminy. They have also started on the rewiring of Wayne Jct.

Joe's gang is working on the installation of a solid state control for Newtown Jct.; Tabor Jct.; Frankford Jct.; Cheltenham Jct.; and Foxchase. This section is also being electrified for MU operation.

Anyone going to Beach Haven should stop in at the Beach Haven Court and say "Hello" to Arthur Platt and his family. If he has any vacancies, he will put you up for the night.

Our family Picnic is coming up during August. We hope to see a good turnout. Everyone will receive more information on this soon. All the fellows at Wayne Jct. miss Johnny Urban who has gone back up state on his home division. Maybe we'll see him at our Picnic.

We are all glad to see Walt Duhadway back to work. Jim Stott is recuperating from some surgery.

Our next meeting is September 14.

Chris Fink, Jr.

This photo shows Joe Fiori's "Happy Gang." They are: left to right, seated—R. Bush, J. Urban, George Kneib, C. Peters, and Chris Fink. Standing—D. Wilson, J. Fiori, J. Schyler, J. Toomy, J. Righter, R. Hummel, and Ed. Ellis.

Canadian National

EDMUNDSTON, N. B. (167). Our regular meeting held in the Labor Temple at Moncton, N. B. on May 15, was opened at 2:30 p.m. Brother C. R. "Bob" Scott, who was making his first visit to Moncton, accepted the invitation to take the chair. General Chairman Scott expressed his delight in being able to attend our meeting and immediately got down to business.

The application for membership of R. R. Sansom was read, voted on favorably and accepted. Brother Scott then turned the meeting over to Local Chairman C. G. Richards who discussed several claims and grievances now being processed. He informed us that Signal Engineer R. T. Sansom had agreed to classify the Two small gangs, which we generally refer to as "Pothead Gangs", and bulletin the positions on these gangs as the jobs become vacant as is done on our 5 large construction gangs.

Brother Richards also reported on the new position of signal maintainer in Edmundston recently established to perform tests in the field and relay room as well. Our attempt to reopen the signal shop in Moncton has failed to date but we were assured the effort will continue.

We were also informed that the situation regarding Brother Harris, who has been off work five months due to ill health, and in order to return to the signal department, must demote himself from maintainer to helper, was left entirely up to us as to what steps we wished Brother Harris to take with regards to where he may work or bump. The members present unanimously agreed that Brother Harris should bump his helper and his helper take the position of maintainer for a period of one year or less, depending on Brother Harris' recovery.

Brother Richards called Brother Don Harris forward and presented him with a gift of money, $313.50, donated by the men of Local 167 and officers of the Atlantic Region. Don very fittingly and sincerely thanked the members and officers for the financial aid.

Brother Scott told us that our request for an additional local chairman had been granted. We would like to express our thanks to the members of the Canadian General Grievance Committee for their approval of our request. Nominations for the new office are now in the mail.

The Health and Welfare Plan was discussed and our Local was in full accord and agreement that the 13 week benefits be increased to 26 weeks.

It was the decision of this meeting to send $25 to Brother Douglas Arsineau who lost his wife, grandson, and personal belongings in the recent apartment explosion in Montreal, Que.

Before adjourning, Brother Scott expressed his pleasure in meeting the 20 members present and assured us he would return soon.

The members then retired to the Brunswick Hotel and Starlight Lounge for refreshments. J. N. MacTaggart

Retired Foreman Active in Ministry

SANTA ANA, CALIF. (102). I have just received my copy of *The Signalman's Journal* and had to take time to drop a line and congratulate the Brotherhood on the fine job being done for the members.

When I retired in 1961 I had 38 years of continuous membership in Local 102. I often look back at the good times we had and especially those famous picnics held by the Local.

I was ordained into the Episcopal ministry in 1958. I did part time work until I retired on a reduced annuity in 1961 when I took a position as full time assistant to the Rector of a large church in Garden Grove, California.

Brother Joseph "Ernie" Mayer

Mrs. Mayer and I are very happy. Our daughter and family live next door to us.

My work here, I assure you, is a little different than being a C&S foreman but I shall never forget the Craft nor the boys. I chat with the Santa Fe signalmen whenever I see them.

Joseph Ernie Mayer

Great Northern

WHITEFISH, MONT. (154). A maintainer's meeting was held at Willmar, Minn. with representatives from the Edison Battery Co. and the Cadwell Bond Co. A demonstration was given on the new types and uses of the Cadwell bond. Jim Long, of Edison Battery Company gave a demonstration of the new Edison Air cell.

Gaylord Orbin, signal maintainer at Wayzata, Minn. is the new gang foreman in the Twin Cities.

Jerome Hedman's crew is at Willmar making some permanent repairs to signals that were damaged during the spring snow storms.

Bill Carlson's crew is at Sandstone, making signal changes.

Bob Peterson, local chairman, Lines East, hopes to hold a meeting on the Mesabi Division sometime in August. Tentative plans now call for the meeting at Carelton, on August 7, if Norm Miller can arrange meeting place.

A collection is being taken up on Lines East for Brother Jady Skoog, who has been off the job on sick leave for quite sometime. His sick benefits have been exhausted.

Two new helpers have been hired on Alan Wilson's crew 16, Butte Div., now at Culbertson, Mont. These men are Ken Gilbert and Steve Stillar. We welcome them into the Craft.

Bill Zimmer, maintainer at Olney, Mont., is back on the job again after his automobile accident. He says he will be extra careful from now on, as he received a new company pick-up the first day back on the job.

Tom Ridenour's crew is at Glacier Park, Mont. moving signals for the line change east of Summit.

John Gilbert's crew has been called back to Supervisor Taylor's district to help on line changes around Red Eagle, Mont. They are stationed at Essex, Mont.

Retired Brother Everett Luse and his wife are now in New Zealand, and from all reports, are having a wonderful time.

Do not forget to send in the Special Assessment of $3 per quarter along with your third quarter dues. This special assessment will be used to help our striking Brothers on the F.E.C.

No news from the West End, so everything must be going along okay out there. Adrian L. Buckland

I'M GIVING TO THE AMERICAN CANCER SOCIETY THIS YEAR.

MAYBE SOME YEAR IT WON'T BE NECESSARY.

AMERICAN CANCER SOCIETY

This space contributed by the publisher

P. R. R. — P. R. S. L.

MAGNOLIA, N. J. (58). Our regular meeting was held on Wednesday, June 9, at Hammonton, New Jersey.

Chief Signalman E. S. Reed opened the meeting at 8:10 p.m. Local Chairman George Henry reported on the new position and the claims arising at Atlantic City. Several members requested information regarding the retirement of facilities and old equipment after the high speed line is completed. Brother Henry advised that he has had no correspondence on this to date.

Members asked about the carrier's practice of testing employes on positions before posting jobs and requiring employes to drive trucks without paying the rate.

Our dues have been raised $1 effective September 1. Members will receive a letter on this.

Penna. Railroad has a new C&S Supervisor on the Philadelphia Region. He is Mr. P. V. Anaia, who replaced Mr. McConnell.

We had a good turnout for this meeting. The 26 members present were: E. S. Reed, G. F. Danley, R. W. Shwartz, R. Vuture, J. McAviney, Wm. Possey, N. L. Verna, R. V. Sigmund III, M. G. Lindsay, E. F. Senior, Wm. Coho, R. E. Inman, Don Thwaites, H. D. Kendall, H. E. McNemar, C. A. Giordano, W. H. Gilbert, Ralph McCormick, W. G. Gifford, Geo. Henry, John Pasquale, V. Welsh, F. L. Robbins, R. Inman, Jr., J. L. Nack. Hope I did not miss anyone.

Jim Hummell, Jack Thompson, P. Fisher, J. Ritchie, and W. Panarello are still out on our sick list.

Our next meeting will be held during August. J. L. NACK

Pennsylvania

PHILADELPHIA, PA. (18). Our annual banquet was held on May 15 at the Four Chefs. We were glad to see our retired members having such a good time. Among those present were: Jake Plank, Ernie Beilfuss, Bill Kissel, Oscar Craver and Vic Arkless, etc.

The evening began with a cocktail hour, show and dinner dance. Our hats are off to Brothers Dwaranczyk, Burt, Angenila, Beilfuss and Robinson—our entertainment committee—for such an enjoyable time.

Mr. McConnell, our former supervisor, is moving to his new position and we wish him the best of luck.

Our cycle maintenance gangs are busy painting with the new paint sprayers! Brother McGillivray's gang is still working on the stadium job.

We are happy to report that none of our members are off work because of sickness or injury.

Starting with the third quarter, the new $3 assessment is due with your union dues. Please try to pay your dues on or before July 31. If any Brothers are not receiving their union mail, or *The Signalman's Journal*, please contact your Financial Secretary.

A reminder to all Brothers: Wear your goggles and read and work by the safety rules every day.

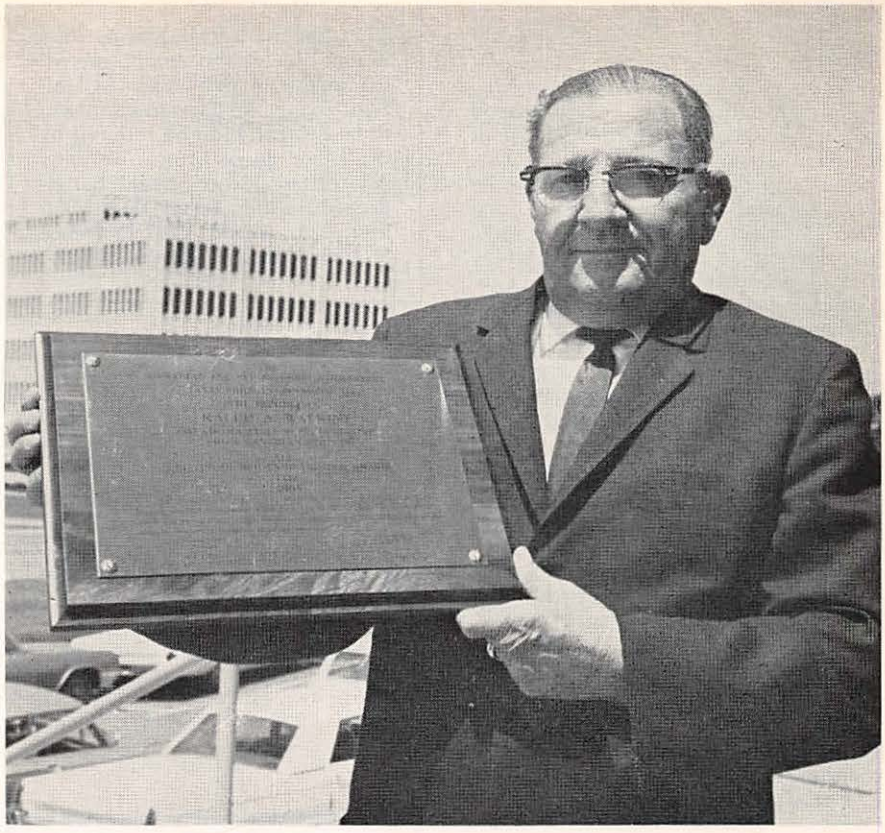
Our meetings will be suspended for July and August, and will resume September 10. Please attend our September meeting. We hope everyone will have an enjoyable and safe vacation.

GEORGE G. OTT

Rock Island

HUTCHINSON, KAN. (78). The 92nd meeting of our Local held in Herington, Kansas on May 1 was well attended and declared by all those present to be one of the most interesting and informative meetings that they had attended in some time.

We were honored to have Vice President C. S. Chandler at this meeting and his presence, comments, and answers to the many questions that were asked of him were deeply appreciated.



Brother Ralph Watkins, Rock Island General Chairman, is shown with an award he received from the Canadian County, Oklahoma schoolteachers. Watkins is also State Representative and received the "Distinguished Lamplighter Award" for his services to the teaching profession.

The award read: "In partial recognition of his unselfish service to the teaching profession and in keeping with the contribution which he has made to the education of children, youth and young adults in this county, the membership of this association humbly presents this symbolic expression of appreciation."

R. A. Watkins, general chairman, was also present and his being at our Local meetings is always appreciated.

Members present were C. M. Rigg, A. E. Ketterman, A. L. Martin, K. C. Kraus, E. E. Holm, L. E. Case, R. I. Kerbs, G. G. Ruhl, and V. K. Bevan.

H. R. Miller, a member of Local 17 also attended this meeting.

C. M. Ribb reported that Brother C. D. Gutshall had dropped a gate arm weight on his foot. He is getting along OK now.

YOUR MONEY'S WORTH
by Sidney Margolius
CORRESPONDENCE COURSES SOLD BY HIGH-PRESSURE SALESMEN WHO OFFER WHAT THEY CALL A "SCHOLARSHIP"...GOOD FOR A LIMITED TIME ONLY," CAN BE EXPENSIVE. ONCE YOU SIGN THE CONTRACT YOU HAVE TO PAY EVEN IF YOU CAN'T FINISH THE COURSE OR DON'T FIND IT WORTHWHILE.
SUCKER BAIT
CHECK REPUTATION OF CORRESPONDENCE SCHOOL AT LOCAL HIGH-SCHOOL GUIDANCE OFFICE. ALSO, WRITE TO YOUR STATE UNIVERSITY EXTENSION DIVISION FOR A LIST OF LOW-COST CORRESPONDENCE COURSES IT OFFERS.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S CLOTHING INSIST ON THE LABEL AT THE RIGHT. WHEN YOU SHOP FOR MEN'S CLOTHING LOOK FOR THE LABEL AT THE LEFT.
UNION MADE
ILGWU
AFL-CIO
LADIES' GARMENT WORKERS' UNION

Our next regular meeting is to be held August 7 at Pratt, Kansas at 1:00 p.m.

First Vice Chief R. L. Wharry has transferred to Local 17 so it will be necessary to elect his successor at the August meeting. We anticipated a good turnout and hope you will be able to attend. L. E. CASE

Santa Fe

MC PHERSON, KAN. (33). Your correspondent missed the latest meeting held at Newton, Kansas recently. His automobile broke down enroute. Local Chairman Page has relayed his notes on the meeting and we will use them as the basis of our report.

The meeting began at 10 a.m. at the Ripley Hotel. Officers present were: Chief Signalman C. M. Roberts, Secretary T. A. Fitzpatrick, Lever W. D. Roberts, Semaphore C. H. Lynn, and Chaplain F. L. Tanner. Members of the Grievance Committee present were: General Chairman W. H. Lewis, Lo-

cal Chairmen R. E. Zielsdorf—Eastern Division, and C. M. Page—Middle Division.

Topics of discussion were the serving of formal notice on the Brotherhood by the Company on April 7, 1965, of its intentions to transfer 6 Middle Div. members to the Okla. and Los Angeles Div. General Chairman Lewis and Vice President Sterwald met with the Management at Topeka, Kan., on May 6 & 7 to attempt to make an implementing agreement for the transfer of these employes. It was reported that a tentative agreement was reached on all proposals except the question of seniority rights. It is the position of the Brotherhood that these members should retain their rights on the Middle Div. and establish a seniority date on the Oklahoma or Los Angeles Divisions as of the date they start work on those Divisions. It appears that this question will have to be decided by the National Disputes Committee as provided for in the Mediation Agreement of Feb. 7, 1965.

The Company served formal notice on the Brotherhood on April 21 of its intention to consolidate the Third, Fourth, Coffeyville, and Pawhuska Districts of the Oklahoma Div. with the Eastern Div., and the remainder of the Oklahoma Div. to consolidate with the Middle Div. Also to consolidate or transfer the Cimarron Valley and Manter Districts of the Middle to the Colorado Div. which will become a part of the Eastern Lines of the AT&SF. This is to become effective August 1, 1965. There was discussion as to how the membership wished to handle the consolidation of seniority districts. It was decided by a majority vote that our first choice would be to retain the present seniority districts. The second choice would be to dovetail the seniority dates of those employes affected on the consolidated seniority districts.

The recommendation of the General Committee for a raise in System per capita tax from $5.50 to $7.00 per quarter, per member, effective July 1, 1965 was approved by a majority vote. It was recommended and passed that the third and fourth quarter increase be paid out of the Local fund.

A letter from President Jesse Clark and Secretary-Treasurer C. J. Chamberlain informing the memberhip of the attempt to raid our membership by the I. B. of E. W. was read and discussed at some length. The members of our Local Strongly support the action by President Clark and stand behind him to the man.

The turnout at this meeting was good. Let us all keep up the good work and give our officers the support they deserve. MAX E. CRAFT

The deadline for all Journal copy is the 10th of the month preceding month of publication. All official matter and communications, to be printed, must be received by the editor on or before this date. All correspondence should be addressed to the Editor and Manager, E. L. Abbott, 2247 Lawrence Avenue, Chicago, Illinois 60625.

Obituary

Fred E. S. Keller, retired member of Local 86, New York Central Railroad, passed away May 8, 1965. He was 80.

Brother "Stoney" was a charter member of Local 80, later transfering to Local 86 where he served as Local Chairman for many years. At the time of his retirement in 1958 after 48 years of service, he was leading signal maintainer at Oneida, New York.

The officers and members of Locals 86 and 80 extend their deepest sympathy to the surviving members of his family. J. G. R.

Thomas H. Hassett, member of Local 181, Erie-Lackawanna Railroad, passed away May 31, 1965 following a two month illness. He was 58.

Brother Hassett has been a signalman with the Erie for 39 years.

He is survived by three daughters and a son to whom the officers and members of Local 181 extend deepest sympathy. W. D. WILSON

Arthur T. Edmunds, retired member of Local 120, Boston & Maine Railroad, passed away recently. He was 67.

Brother Edmunds was assistant maintainer at Boston, Mass. at the time of his retirement February 1, 1963 after 20 years of service.

The officers and members of Local 120 extend deepest sympathy to the surviving members of his family. ED.

Alfred R. Ayotte, retired member of Local 127, Boston and Albany Railroad, passed away recently. He was 63.

Brother Ayotte was maintainer at E. Brookfield, Massachusetts at the time of his retirement in September, 1961 after completing 18 years of service.

The officers and members of Local 127 extend deepest sympathy to the surviving members of his family. ED.

Grady P. Hoyle, member of Local 31, Baltimore & Ohio Railroad, passed away suddenly July 1, 1965. He was 54.

Brother Hoyle began his signaling career in May, 1943, and worked as Signal Maintainer, Maintenance Unit, Mt. Clare, Baltimore, Md. He was a veteran of the Army in World War II.

The officers and members of Local 31 extend deepest sympathy to the surviving members of his family. C. W. DURNER

Daniel Sweeney, retired member of Local 181, Erie-Lackawanna Railroad, passed away June 4, 1965 after a lengthy illness. He was 69.

Brother Sweeney was working in the Meadville Signal Shop at the time of his retirement June 14, 1960.

He is survived by his widow, two stepsons and a stepdaughter to whom the officers and members of Local 181 extend deepest sympathy. W. D. WILSON

John C. Coshow, member of Local 72, Missouri Pacific Railroad, passed away June 6, 1965 as a result of a heart attack. He was 50.

Brother Coshow began his career with the Missouri Pacific on September 7, 1935.

He is survived by his widow and one daughter to whom the officers and members of Local 72 extend deepest sympathy. G. W. HOLMES

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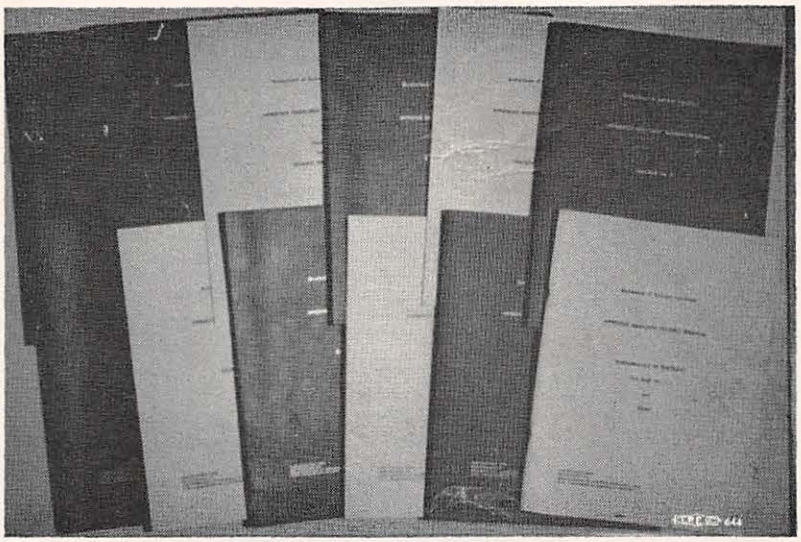

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